SESSIONAL PAPERS.

VOLUME IV.—PART II.

FIRST SESSION OF THE SECOND PARLIAMENT

OF THE

PROVINCE OF ONTARIO.

Session 1871-72.

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SESSIONAL PAPERS.

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No. 2..... Public Accounts of the Province of *Ontario*, for the year ending 31st December, 1870; Also,—Statements of Receipts and Expenditure on Account of the Province of *Ontario*, during the ten months ending 31st October, 1871; Also,—Public Accounts of the Province of *Ontario*, for the year ending 31st December, 1871. Also,—Statement of Expenditure on account of the Vote of Credit for 1872.

No. 3..... Annual Report of the Normal, Model, Grammar and Common Schools of Ontario, for the year 1870, by the Chief Superintendent of Education.

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No. 7 ... Estimates of certain sums required for the service of the Province for the year ending 31st December, 1872, accompanied by a Statement showing the amount required to complete the service of 1871; also Supplementary Estimates for 1872.

No. 8 ..... Return to an Address to His Excellency the Lieutenant-Governor, representing that, during a previous Session of this House, an Address was voted to His Excellency, praying for certain information touching the Municipal Loan Fund, including a statement of principal and the interest paid by each Municipality; and further, representing that a Return was made to the said Address, which was incomplete, inasmuch as it did not contain any statement of the amount of interest paid by such Municipalities as have no sums to the credit of the sinking fund; and praying that His Excellency will be pleased to cause to be laid before this House, with all convenient speed, a further statement in reply to the said Address.

No. 9..... A Return from the *Long Point* Company, showing the names and places of residence, the number of shares, and the amount of such shares, held by each shareholder in said *Long Point* Company; the names and residence of each person holding a license, or otherwise having a right to hunt, fish, or shoot upon the premises of the said Company; the number of acres of land, marsh or water owned or claimed in *Long Point*, with the names of their directors and officers, with a copy of their license or licenses, from the Department of Marine and Fisheries of *Canada*, to take fish on Lake Erie or *Long Point* Bay or adjacent waters; the quantity and value of the several kinds of fish, furs and game of all kinds taken by said Company, or their lessees, during the years 1869 and 1870. (*Not printed.*)

No. 10 ... A Statement of the Returns forwarded to the office of the Provincial Secretary of all Fees and Emoluments received by the Registrars of *Ontario* for the year 1871, made in accordance with the provisions of Statutes of *Ontario*, 31 *Vic.*, cap. 20, sec. 74.

No. 11 ... Detailed Statement of all Bonds and Securities recorded in the Provincial Registrar's Office since the last Return submitted to the Legislative Assembly upon the 4th of January, 1871; made in accordance with the provisions of Statute of *Ontario*, 32 *Vic.*, cap. 29.

No. 12 ... Tariff of Fees made by the Judges of the Superior Courts of Common Law, Michaelmas Term, 1871. (*Not printed.*)

No. 13 ... Registrar-General's Report, for 1871.

No. 14 ... General Rules made in Hilary Term last by the Judges on the Rota for the trial of Election Petitions, by virtue of the 29th section of the Controverted Elections Act of 1871.

No. 15 ... Return to an Address of the Legislative Assembly to his Excellency the Lieutenant-Governor, praying that His Excellency will cause to be laid before the House, copies of all regulations issued by the Council of Public Instruction, respecting Public Schools, now in force, a list of the persons to whom the Council granted certificates; a statement of the results in detail of the late examinations for certificates of qualification of School Teachers; copies of the minutes of the Council of Public Instruction for the years 1867, 1868, 1869, 1870 and 1871; and copies of the programme of studies prescribed for Public Schools and High Schools. Also,—Supplementary Return. (*Not printed.*)

No. 16 ... Papers in connection with the *North Grey* Railway Company's application for aid; also,—Supplementary Papers.

No. 17 ... Papers in connection with the *Kingston* and *Pembroke* Railway Company's application for aid.

No. 18 ... Papers in connection with the *Canada* Central Railway Company's application for aid.

No. 19 ... Papers in connection with the *Montreal* and *Ottawa* City Railway Company's application for aid.

No. 20 ... Papers in connection with the Grand Junction Railway Company's application for aid; also—Supplementary Papers.

No. 21 ... Return to an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying that he will cause to be laid before the House a Return giving a list of the names and residences of the Coroners of this Province.

No. 22 ... Papers respecting the *Port Whitby* and *Port Perry* Railway Company's application for aid.

No. 23 ... Papers respecting the *Midland* Railway Company's application for aid.

No. 24 ... Papers respecting the *Toronto, Simcoe* and *Muskoka* Junction Railway Company's application for aid; also,—Supplementary Papers.

No. 25 ... Papers respecting the *London, Huron* and *Bruce* Railway Company's application for aid also,—Supplementary Papers.

No. 26 ... Papers respecting the *Sault Ste. Marie* Railway and Bridge Company's application for aid.

No. 27 ... Papers respecting the *Ottawa, Vaudreuil* and *Montreal* Railway Company's application for aid; also,—Supplementary Papers.

No. 28 ... Papers respecting the *Wellington, Grey* and *Bruce* Railway Company's application for aid; also,—Supplementary Papers.

No. 29 ... Papers respecting the *Toronto, Grey* and *Bruce* Railway Company's application for aid ; Also, —Supplementary Papers

No. 30... Return to an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying that he will cause to be laid before the House, a Return of the names and residences of the members of the Senate of the University of *Toronto* during the years 1867, 1868, 1869, 1870, and 1871, respectively, of the number of the meetings of the said Senate called and actually held during the said years respectively, and of the number of the said meetings in each of the years aforenamed, at which each of the members of the said Senate respectively attended. (*Not printed.*)

No. 31 ... Copies of all applications by the *Long Point* Company for a confirmatory Patent, or to purchase, lease or otherwise to acquire certain lands or marshes outside of *Long Point*, northerly of Blocks Nos. 15 and 16, on *Long Point*; with copies of all letters and correspondence between the said Company and the Government relative thereto.—(*Not printed.*)

No. 32 ... Papers respecting the *Merrickville* and *Westport* Railway Company's application for aid.

No. 33 ... Papers respecting the *Norfolk* Railway Company's application for aid.

No. 34 ... Papers respecting the *Bowmanville, Lindsay* and *Bobcaygeon* Railway Company's application for aid.

No. 35 ... Papers respecting the *Toronto* and *Nipissing* Railway Company's application for aid.

No. 36 ... Papers respecting the *Hamilton* and *Lake Erie* Railway Company's application for aid.

No. 37 ... Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, copies of all memorials or communications addressed to the Government, or any member thereof, or to the Department of Public Instruction, from the German population of the counties of *Bruce* and *Grey* relating to the School Law. —(*Not printed.*)

No. 38 ... Return to an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying that His Excellency will cause to be laid before the House a copy of any Memorial or Petition to His Excellency from the *Canada* Central Railway Company, in relation to any claim for land or other compensation for the construction of any portion of th

said Railway, and of any correspondence between the Government and the said Company on the subject.—(*Printed for distribution to Members only.*)

No. 39 ... A statement from the Records of the Elections to this House, at the late general Election, and subsequent Elections, showing the total number of votes on the Voters' lists in each electoral division, the aggregate number of votes polled for each candidate in each electoral division in which there has been a contest, the total number of votes polled in each such division, and the population in each constituency, as shown by the late census.

No. 40 .. Statement of the affairs of the *Gore* District Mutual Fire Insurance Company, for the year 1871.

No. 41 ... Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, a Return of the names of all parties or firms holding Timber Licenses in *Ontario*, on the first of January instant, setting forth the localities of the same, the area or number of square miles covered by each license, the date of each, and of any assignment of such license, the bonus paid for each; and also a statement of all sums in arrear and unpaid to the Crown by such license holders up to the said date, and the date when such arrears fell due, together with copies of any correspondence between the Crown Land Department and any license-holder in arrear, demanding payment of the same.

No. 42 ... Return to an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying that His Excellency will cause to be laid before the House, copies of any Petitions from the Trustees of the *Toronto* General Hospital.—(*Printed for distribution to Members only.*)

No. 43 ... Return to an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying that His Excellency will cause to be laid before the House a Return of the number of Statutes issued, the names of those to whom issued, a detailed account of the money received and money now due in connection with the sale of Statutes from January, 1868, to January, 1872.—(*Not printed.*)

No. 44 ... Return to an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying that His Excellency will cause to be laid before the House, a list of all Justices of the Peace duly qualified and acting, or entitled to act as such within the Province of *Ontario*.—(*Not printed.*)

No. 45 ... Return to an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying that His Excellency will cause to be laid before the House, a Return showing the names of all the Employees of the several Government Offices, also of this House, the date of their employment, whether permanent or temporary, also the salary or fees paid each of such Eemployees.

No. 46 ... Return to an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying that His Excellency will cause to be laid before the House, a Return in respect to cases under the Act 32 and 33 *Vic.*, chap. 35, for the more speedy trial of Felonies and Misdemeanours, from the several Counties in *Ontario* for the year 1871.

No. 47 ... Return to an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, a copy of the Order in Council of the fourth of October last, under which certain Timber Berths in the Free Grant District were sold or offered for sale, together with a Return giving the names of the purchasers; the amount paid by way of bonus on each berth or limit respectively; the dues reserved to be paid on said Timber under the license granted or to be granted; the term for which said license is to remain in force, and the conditions therein (if any) respecting the settlement under the Free Grant Act of the land embraced in said Timber Berths; also, copy of any report, statement or information in the possession of the Crown Lands Department, showing the quality, and probable quantity of pine timber and average per centage of land fit for settlement in each berth.

No. 48 ... Statement of the affairs of the *Ontario* Mutual Life Assurance Company for the nine months ending 1st December, 1870, and for the year ending 1st December, 1871.

No. 49 ... Annual Report of the Commissioner of Agriculture and Public Works for the Province of *Ontario*, on Public Works, for the year 1871.

No. 50 ... Orders in Council relative to the Railway Aid Fund.

No. 51 ... Return to an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying that he will cause to be laid before the House, a Return showing the amount of emoluments of office received, during the year 1871, by the several Clerks of the Peace and County Crown Attorneys of this Province, and showing in tabular form the nature of the services for which such emoluments were so received and the gross amounts received for each particular kind of service.

No. 52 ... Return to an Address to His Excellency the Lieutenant-Governor, praying that His Excellency will cause to be laid before the House, a statement shewing the Revenue derived from the sale of Timber on lands set apart as Clergy Reserve Lands, from the year 1854 to the year 1868 inclusive; also, how the same has been appropriated.

No. 53 ... Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, a Return of all correspondence which has passed between any member of the present Government and the Chief Superintendent of Education during the present Session, in so far as such correspondence relates to any proposed changes in the School Law and in the management of the Education Office, also,—Supplementary Return.

No. 54 ... Annual Report of the Senate of the University of *Toronto*, for the Academic year 1870-1871.

No. 55 ... Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, a Return of all correspondence in reference to the purchase of the Agricultural Farm, copies of all reports as to the nature and character of the soil, the location of streams, springs, and an estimate of the amount expended by the contractors towards the erection of an Agricultural College; also, copies of all reports respecting the working of Agricultural Colleges in other countries.

No. 56 .. Annual Report of the Commissioner of Agriculture and Public Works for the Province of *Ontario*, on Immigration, for the year 1871.

No. 57 ... Report of the Commissioner of Crown Lands of the Province of *Ontario*, for the year 1871.

No. 58 ... Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House a Return shewing the surveyed lands in the County of *Simcoe*, belonging to this Province, the fee of which is still in the Crown, showing the Township, Town, or Village, number and concession of each lot or part of lot. Also, of any timber license granted for any lot, and if so, the date and terms of such license.—(*Not printed.*)

STATEMENT

Of the Amounts collected from the Sales of Common School and Crown Lands, from 1st July, 1867, to 30th June, 1870, on Account of Sales made between 13th June, 1853, and 7th March, 1861, and of the Expenditure made on account thereof.

Presented to the Legislative Assembly by command of His Excellency the Lieutenant-Governor.

S. RICHARDS,
Secretary.

Provincial Secretary's Office,
December 18th, 1871.

Treasury Department, Ontario,
Toronto, December 8, 1871.

Sir,—In accordance with sub-section 2 of section 7 of cap. 26 of the Consolidated Statutes of Canada, I have the honour to transmit herewith for His Excellency's information, statements of the amounts collected from the sales of Common School and Crown Lands, from the 1st day of July, 1867, to the 30th day of June, 1870, on account of sales made between the 13th day of June, 1853, and the 7th day of March, 1861, and a statement of the expenditure made on account thereof in accordance with the said Act.

I have the honour to be,
Sir,
Your obedient servant,
E. B. WOOD,
Treasurer.

The Honourable
The Provincial Secretary,
Toronto.

STATEMENT showing the Receipts for Sales of Common School Lands, and the amounts paid the several municipalities after deducting the expenses attending such sales.

Townships.	Total Sales.	Less 6 p. c. Expens.	‡ Paid Municipalities.
Bruce	$15,527 89	$931 67	$3649 05
Huron	19,566 21	1,173 97	4,598 06
Saugeen	5,454 25	327 25	1,281 75
Kinloss	3,343 12	200 58	785 63
Kincardine	11,198 12	671 88	2,631 56
Brant	21,639 45	1,298 36	5,085 27
Elderslie	13,091 67	785 50	3,076 54
Arran	12,797 71	767 86	3,007 46
Egremont	13,769 64	826 17	3,235 86
Minto	115 31	6 91	27 10
Arthur	3,517 48	211 04	826 61
Howich	393 55	23 61	92 48
Turnberry	10,378 18	622 69	2,438 87
Wawanosh	3,812 37	228 24	895 90
Grey	16,237 64	974 25	3,815 85
Ashfield	1,994 00	119 64	468 59
Morris	9,876 90	592 61	2,321 07
Sydenham	2,308 31	138 49	542 45
Brutnick	12,404 30	744 25	2,915 01
Normanby	17,484 98	1,049 09	4,108 97
Sullivan	8,289 70	497 38	1,948 08
Derby	1,936 52	116 19	455 08
Holland	2,691 98	161 51	632 61
Glenelg	11,699 56	707 97	2,749 39
Wallace	19,229 75	1,153 78	4,518 99
Elma	12,826 39	769 59	3,014 20
Total	252,584 98	16,100 98	59,122 43

STATEMENT showing the Receipts for the Sales of Crown Lands and the Amounts paid the several municipalities after deducting the Expenses attending such sales.

Townships.	Total Sales.	Less 20 p. c. Expens.	$\frac{4}{5}$ Paid Municipalities.
Kinloss	$15,364 19	$3,072 83	$2,458 27
Kincardine	236 85	47 37	37 89
Carrick	25,458 16	5,091 63	4,073 31
Culross	25,272 69	5,054 53	4,043 63
Greenock	22,286 05	4,457 21	3,565 76
Brant	150 00	30 00	24 00
Gloucester	88 34	17 66	14 13
Goulbourn	91 10	18 22	14 57
Cavan	252 05	50 41	40 32
Manvers	92 36	18 47	14 77
Gosfield	22 50	4 50	3 60
Dunwich	591 80	118 36	94 68
Maidstone	25 00	5 00	4 00
Colchester	55 60	11 12	8 89
Rochester	24 43	4 88	3 91
Barrie	331 63	66 32	53 06
Hinchinbrooke	91 34	18 26	14 61
Olden	229 72	45 94	36 75
Oso	234 38	46 87	37 59
Storrington	110 89	22 18	17 74
Loughboro	315 32	63 06	50 45
Kennebec	233 12	46 62	37 30
Bedford	218 00	43 60	34 88
Osprey	12,584 44	2,516 88	2,013 51
Artemesia	3,079 70	615 94	492 75
Egremont	356 29	71 25	57 01
Lutterworth	68 56	13 71	10 97
Anson	36 00	7 20	5 76
Verulam	341 43	68 28	54 63
Eldon	551 00	110 20	88 16
Somerville	840 51	168 10	134 48
Ops	143 06	28 61	22 89
Garafraxa	575 82	115 16	92 13
Luther	5,993 74	1,198 75	958 99
Minto	14,159 07	2,831 81	2,265 45
Arthur	3,266 95	653 39	522 71
Amaranth	1,008 72	201 74	161 39
Gwillimbury (North)	319 98	63 99	51 19
Gwillimbury (East)	338 40	67 68	54 14
Whitchurch	65 80	13 16	10 52
Marmora	604 48	120 89	96 71
Lake	561 05	112 21	89 76
Tudor	835 61	167 12	133 69
Elzevir	958 66	191 73	153 38
Hungerford	86 54	17 30	13 85
Rawdon	142 99	28 59	22 88
Howick	18,770 73	3,754 14	3,003 31
Wawanosh	885 95	177 19	141 75
Grey	133 25	26 65	21 32
Ashfield	937 33	187 46	149 97
Zone	782 50	156 50	125 20
Tilbury (East)	50 70	10 14	8 11
Chatham	14 60	2 92	2 33
Sydenham	2,295 48	459 09	367 28
Sullivan	607 40	121 48	97 18
Derby	149 95	29 99	23 99
Euphrasia	2,495 91	499 18	399 34
Holland	5,071 02	1,014 20	811 36
Glenelg	413 00	82 60	66 08
Melancthon	1,943 13	388 62	310 90
Collingwood	326 00	65 20	52 16
Proton	69 70	13 94	11 15
Burleigh	296 80	59 36	47 48
Belmont	75 00	15 00	12 00
Carried forward..	$174,012 77	$34,802 40	$27,841 88

STATEMENT showing the Receipts for the Sales of Crown Lands and the Amounts paid the several Municipalities after deducting the Expenses attending such sales—*Continued.*

Townships.	Total Sales.	Less 20 p. c. Expens.	$\frac{1}{5}$ Paid Municipalities.
Brought forward	$174,012 77	$34,802 40	$27,841 88
Galway	191 11	38 22	30 57
Dummer	196 65	39 33	31 46
Otonabee	51 35	10 27	8 21
Caledonia	75 00	15 00	12 00
Clarence	86 00	17 20	13 76
Russell	120 50	24 10	19 28
Cumberland	153 74	30 74	24 60
Cambridge	80 50	16 10	12 88
McNab	232 49	46 49	37 20
Stafford	557 04	111 40	89 12
Admaston	529 04	105 80	84 64
Wilberforce	821 48	164 29	131 43
Griffith	56 20	11 24	8 99
Bromley	1,438 58	287 71	230 17
Bagot	81 78	16 35	13 08
Alice	1,135 40	227 08	181 66
Gratton	366 22	73 24	58 59
Algoma (North)	163 41	32 68	26 14
Brudenell	315 39	63 07	50 46
Westmeath	159 23	31 84	25 47
Horton	149 23	29 84	23 87
Algoma (South)	242 14	48 42	38 74
Brougham	91 01	18 20	14 56
Mulmer	354 35	70 87	56 69
Vespra	26 80	5 36	4 28
Nattawasaga	1,110 05	222 01	177 60
Sunnidale	1,316 09	263 21	210 57
Mono	27 60	5 52	4 41
Tiny	580 15	116 03	92 82
Adjala	27 90	5 58	4 46
St. Vincent	621 95	124 39	99 51
Madoc	225 20	45 04	36 03
Raleigh	254 50	50 90	40 72
Harwich	442 56	88 51	70 81
Dover (East)	63 60	12 72	10 17
Bastard	50 00	10 00	8 00
Bathurst	31 00	6 20	4 96
Pakenham	348 85	69 77	55 81
South Sherbrooke	134 64	26 92	21 54
Lanark	34 35	6 87	5 49
Dalhousie	125 45	25 09	20 07
Darling	184 47	36 89	29 51
Ramsay	124 00	24 80	19 84
Kalador	810 04	162 00	129 60
Richmond	48 00	9 60	7 68
Warwick	290 64	58 12	46 50
Enniskillen	50 00	10 00	8 00
Brooke	460 55	92 11	73 68
Sombra	56 80	11 36	9 08
Plympton	274 85	54 97	43 97
Caradoc	1,072 54	214 50	171 60
Metcalfe	711 39	142 27	113 82
Exfrid	33 00	6 60	5 28
Mosa	172 00	34 40	27 52
Haldimond	246 10	49 22	39 37
Brock	185 00	37 00	29 60
Thorah	260 95	52 19	41 75
Mara	157 30	31 46	25 16
Scott	298 90	59 78	47 82
Minden	1,457 49	291 49	233 20
Snowdon	30 89	6 17	4 94
Douro	101 46	20 29	16 23
Oro	41 60	8 32	6 65
Carried forward	$194,149 27	$4,027 14	$3,221 62

STATEMENT showing the Receipts for the Sales of Crown Lands and the Amounts paid the several Municipalities after deducting the Expenses attending such sales—*Concluded.*

Townships.	Total Sales.	Less 20 p. c. Expens.	$\frac{4}{5}$ Paid Municipalities.
Brought forward	$194,149 27	$4,027 14	$3,221 62
Gwillimbury (West)	205 25	41 05	32 84
North Orillia	41 06	8 21	6 57
Essa	314 25	62 85	50 28
Medonte	112 65	22 53	18 02
Digby	828 69	165 73	132 59
Emily	826 32	165 26	132 21
Lanton	2,188 25	437 65	350 12
Carden	1,857 03	371 40	297 12
Fenelon	156 49	31 29	25 04
Wallace	13,203 55	2,640 71	2,112 56
Elma	5,719 67	1,143 94	915 15
Total	$219,602 48	$43,920 16	$35,136 00

ESTIMATES

OF THE

PROVINCE OF ONTARIO,

FOR THE

FINANCIAL YEAR ENDING 31ST DECEMBER,

1872.

Toronto:
HUNTER, ROSE & CO., PRINTERS, 86 AND 88 KING STREET WEST
1872.

SUMMARY

Of the estimated Expenditure of the Province of Ontario, for the Financial year ending 31st December, 1872.

No.	SERVICES.	Page.	To be Voted.
			$ cts.
I.	Civil Government	3	128,504 00
II.	Legislation	6	116,940 60
III.	Colonization Roads	7	79,705 40
IV.	Administration of Justice	8	201,265 00
V.	Public Works, Capital Account	11	528,850 27
VI.	Do. Miscellaneous	14	22,817 97
VII.	Asylum Maintenance	15	234,401 00
VIII.	Reformatory	19	21,710 00
IX.	Agriculture and Arts	19	81,100 00
X.	Immigration	20	80,000 00
XI.	Hospitals and Charities	20	42,100 00
XII.	Literary and Scientific Institutions	21	1,850 00
XIII.	Education	21	418,018 00
XIV.	Unforeseen and Unprovided	24	50,000 00
XV.	Miscellaneous	24	47,158 00
XVI.	Municipalities Fund	24	68,030 56
XVII.	Crown Lands Expenditure	25	118,015 66
XVIII.	Technological College Maintenance	25	7,000 00
XIX.	Land Improvement Fund and Common School Fund	26	62,181 27
XX.	To cover Expenditure under Unforeseen and Unprovided, and Unpaid Accounts of 1870 and 1871	26	59,185 13
	Total		$2,368,772 86

ESTIMATES

OF THE

PROVINCE OF ONTARIO,

FOR THE YEAR 1872.

I.—CIVIL GOVERNMENT.

To be voted per Statement (A)..... .....$128,504 00

No. of Vote.	A.	Details.	To be voted for 1872.	Voted n 1871.
	To Salaries and Contingencies of the several Departments at Toronto:—		$ cts.	$ cts.
1	Government House ...	(a)	4,902 00	3,987 00
2	Lieutenant-Governor's Office	(b)	2,500 60	2,545 56
3	Executive Council and Attorney-General's Office	(c)	10,165 00	10,139 65
4	Treasurer's Department	(d)	14,935 00	14,341 66
5	Secretary and Registrar, and Registrar-General's Office	(e)	21,165 00	19,691 67
6	Department of Public Works and Agriculture	(f)	18,957 00	13,661 67
7	Crown Lands Department	(g)	40,180 00	40,005 00
8	Miscellaneous		15,700 00	17,800 00
			128,504 00	122,172 21

SERVICE.	To be voted for 1872.	Voted in 1871.
CIVIL GOVERNMENT.	$ cts.	$ ct.
(a) Government House.		
Water	265 00	
Gas	800 00	
Fuel	2,300 00	
Repairs	400 00	
Furnishings	100 00	
Planting	200 00	
Gardener	372 00	
Caretaker	365 00	
Incidentals (clearing away snow, carting ashes, sweeping flues, &c.)	100 00	
	4,902 00	3,987 00

I.—CIVIL GOVERNMENT.—*Continued.*

SERVICE.	To be voted for 1872.	Voted in 1871.
	$ cts.	$ cts.
(*b*) Lieutenant-Governor's Office.		
Private Secretary's salary	800 00	
Clerk's salary	1,000 00	
Messenger	400 00	
Contingencies	300 00	
	2,500 00	2,545 56
(*c*) Executive Council and Attorney-General's Office.		
Attorney-General, salary	3,200 00	
Clerk, Ex Council and Attorney-General department	2,000 00	
Secretary to President of Council	800 00	
Assistant Clerk, Attorney-General department	600 00	
Second do do do	500 00	
Caretaker and Messenger	365 00	
Towards establishing a Law Library	800 00	
Rent, $500; fuel, $200; gas, $50; water, $20; furnishings and carpets, $200	770 00	
Contingencies, including Stationery and Repairs	1,130 00	
	10,165 00	10,139 65
(*d*) Treasurer's Office.		
Treasurer, salary	3,200 00	
Accountant, salary	1,600 00	
Chief Clerk, do	1,200 00	
Clerk of Stamps and Licenses, salary	1,200 00	
Clerk of Correspondence, salary	700 00	
Messenger, salary	365 00	
One-third cost of maintenance of east wing, including housekeeper ($400), and fireman ($365)	990 00	
Contingencies	2,000 00	
	11,255 00	
Auditor's Branch.		
Auditor, salary	2,000 00	
Book-keeper, salary	900 00	
Clerk	730 00	
Contingencies	50 00	
	14,935 00	14,341 66
(*e*) Secretary and Registrar's Office.		
Secretary.		
Secretary and Registrar's salary	3,200 00	
Assistant Secretary and Deputy Registrar, salary	2,000 00	
First Clerk, salary	900 00	
Second Clerk do	500 00	
Junior Clerk, do	300 00	
First Clerk, Registrar's Office, salary	900 00	
Clerk, do do	500 00	
Clerk, do do	400 00	
Extra Writers, to enable compliance with sect. 82, cap. 20, of 31st Vict.	1,000 00	
	9,700 00	
Registrar-General.		
First Clerk $730 00		
Clerk 650 00		
	1,380 00	
Carried forward	11,080 00	

I.—CIVIL GOVERNMENT—*Continued.*

SERVICE.		To be voted for 1872.	Voted in 1871.
		$ cts.	$ cts.
Brought forward		11,080 00	
SECRETARY AND REGISTRAR'S OFFICE—*Continued.*			
Registrar-General—Continued.			
Extra Writers, temporary	1,000 00		
Books	400 00		
Indices	200 00		
Schedules, slips, and circulars	1,000 00		
Payments to District Registrars	3,700 00		
Disbursements of do	300 00		
Boxes	30 00		
Stationery and Printing	400 00		
Postages	100 00		
Express Charges	200 00		
Contingencies and Incidentals	200 00		
		7,530 00	
Messenger		365 00	
One-third of maintenance of east wing, including housekeeper ($400), and fireman ($365)		990 00	
Contingencies		1,200 00	
		21,165 00	19,691 67
(*f*) DEPARTMENT OF AGRICULTURE AND PUBLIC WORKS.			
Commissioner		3,200 00	
Architect and Engineer		2,200 00	
Assistant Engineer		1,600 00	
Secretary of Public Works and Immigration		1,200 00	
Secretary of Agriculture and Arts		800 00	
Accountant and Law Clerk		1,000 00	
Architectural Draughtsman	Formerly charged to different works.	....	
Engineering do		....	
Assistant do		....	
First Clerk		....	
Second Clerk		....	
Third Clerk		....	
Carpenter engaged on public buildings generally		....	
		939 00	
		939 00	
		800 00	
		800 00	
		500 00	
		400 00	
		624 00	
Messenger		365 00	
One-third of east wing repairs, &c.		990 00	
Contingencies		2,600 00	
		18,957 00	13,661 67
(*g*) CROWN LANDS DEPARTMENT.			
Commissioner, Salary		3,200 00	
Assistant Commissioner, Salary		2,600 00	
Clerk do		1,400 00	
Land Sales and Free Grants:			
Chief Clerk, Salary		1,800 00	
Clerk do		1,500 00	
Do do		1,100 00	
Do do		700 00	
Surveys, Patents and Roads:			
Chief Clerk Survey, Salary		1,800 00	
Clerk do		1,280 00	
Do do		900 00	
Do do		400 00	
Chief Clerk Patents, Salary		1,400 00	
Clerk do		900 00	
Do do		700 00	
Superintendent of Colonization Roads		1,600 00	
Carried forward		21,280 00	

I.—CIVIL GOVERNMENT—*Continued.*

SERVICE.	To be voted for 1872.	Voted in 1871.
	$ cts.	$ cts.
Brought forward	21,280 00	....
CROWN LANDS DEPARTMENT—*Continued.*		
Woods and Forests :—		
Chief Clerk, Salary	1,600 00	
Clerk do	1,400 00	
Do do	600 00	
Do do	450 00	
Accounts :—		
Accountant, Salary	1,800 00	
Book-keeper do	900 00	
Clerk do	900 00	
Do do	900 00	
Registrar, Salary	1,400 00	
Office Keeper do	500 00	
Messenger do	450 00	
Contingencies and repairs	8,000 00	
	40,180 00	40,005 00
MISCELLANEOUS.		
To cover gratuity to J. C. Miller, Clerk Crown Lands	450 00	....
To cover gratuities to officers whose services may be dispensed with	5,000 00	7,000 00
Inspector of Prisons, Salary	2,400 00	2,000 00
Do Travelling Expenses and Contingencies	650 00	650 00
Clerk, Salary	400 00	400 00
Cost of Official Gazette	3,500 00	4,500 00
Queen's Printer, Salary	1,200 00	1,200 00
Contingencies	100 00	50 00
Inspector of Registry offices	2,000 00	2,000 00
	15,700 00	17,800 00

II.—LEGISLATION.

To be voted per Statement (A).....$116,940 60

No. of Vote.	A	Details.	To be voted for 1872.	Voted in 1871.
			$ cts.	
1	Legislation	(a)	116,940 60	142,494 68

II.—LEGISLATION—*Continued.*

SERVICE.	To be voted for 1872.	Voted in 1871.
	$ cts.	$ cts.
(a) LEGISLATION.		
Details.		
Mr. Speaker's salary	1,500 00	1,600 00
Clerk of the House, salary	1,000 00	1,400 00
Assistant Clerk of the House and Clerk of Private Bills	1,200 00	1,200 00
Law Clerk	1,000 00	1,000 00
Clerk of Routine and Records	700 00	700 00
Librarian	800 00	200 00
Clerk of the Crown in Chancery	400 00	400 00
Accountant of the House and Stationery Clerk (also Queen's Printer)	400 00	200 00
Sergeant-at-Arms	400 00	400 00
Housekeeper and Chief Messenger	500 00	500 00
Three Messengers, at $1 per diem each	1,098 00	1,095 00
Fireman	366 00	365 00
Night Watchman	366 00	365 00
Sessional Writers, Messengers and Pages	3,500 00	2,000 00
Postages, and cost of House Post Office	3,000 00	2,500 00
Stationery, including Printing Paper, Printing and Binding	15,000 00	15,000 00
Expenses of Election	5,000 00	30,000 00
Do Contested Elections	1,000 00	5,000 00
Increase of Library	10,000 00	1,000 00
Re-vote of balance of Indemnity to Members, and Mileage (present Session)	34,510 60	33,419 68
Indemnity to Members, including Mileage next Session	25,000 00	38,900 00
Contingencies, including say $1000 for subscriptions to Newspapers and periodicals	3,000 00	2,000 00
Repairs:		
Carpenters' materials and assistance	250 00	200 00
Tinsmithing and hardware	400 00	100 00
Plumbing and gasfitting	400 00	100 00
Painting and glazing	100 00	100 00
Bricklayers' and plasterers' work	200 00	100 00
Vault in Clerk's office	500 00	200 00
Heating apparatus	600 00	....
Furniture	1,000 00	.....
Fuel	1,100 00	1,100 00
Gas and other lighting	1,200 00	1,500 00
Water	350 00	250 00
Incidentals	200 00	200 00
	116,940 60	142,494 68

III.—COLONIZATION ROADS.

To be voted per Statement (A).....$79,705 40.

No. of Vote.	A.	To be voted for 1872.	Voted in 1871.
		$ cts	$ cts.
1	Construction and repairs	79,705 40	60,000 00

III.—COLONIZATION ROADS—*Continued.*

SERVICE.	To be voted for 1872.	—
Details.	$ cts.	
Explorations and Road Locations		
A line, say 3 miles north of the Maganetewan River, and generally parallel thereto		
A line about 14 miles north of Maganetewan River, east and west of Rosseau and Nipissing Road	4,000 00	
A line from the north boundary of the Township of Chaffey to the mouth of the Mattawa River		
Rosseau and Nipissing Road—		
To prolong the same	7,500 00	
Muskoka Road—		
To prolong the same	4,000 00	
Pembroke and Mattawa Road—		
To prolong the same	8,000 00	
Monck Road, east and west—		
To complete the same	8,000 00	
Junction Road, No. 2		
To complete the same	2,500 00	
Lake Joseph Road—		
To complete the same	2,000 00	
For a bridge across the Madawaska, at Hydes Chute		
For a road from the above point to Opeongo road		
For a road from the same point to the terminus of Frontenac road	5,000 00	
For roads in the Townships of Algoma and Hagarty,		
Eganville, and Foys roads		
For repairs of some of the more important roads now existing, and short laterals from the main lines of roads, and to reach isolated settlements	30,000 00	
Oso and Olden Road—		
To complete improvement of the same begun last year	750 00	
To pay balances due on road accounts for 1871		
Addington, Fenelon, Hastings, Junction No. 2, Monck E., Muskoka Peterson E., Pembroke and Mattawa, Rousseau, Pembroke and Eganville, Willson's Bridge, Victoria Road	3,364 44	
Revote—		
To complete construction of roads in Ryerson, under contract required to complete services of 1871	4,590 96	
	70,705 40	

IV.—ADMINISTRATION OF JUSTICE.

To be voted per Statement A $201,205 00

No. of Vote.		To be voted for 1872.	Voted for 1871
		$ cts.	$ cts.
1	Court of Chancery	18,000 00	16,700 00
2	Court of Queen's Bench	8,010 00	7,010 00
3	Court of Common Pleas	1,350 00	1,350 00
4	Court of Error and Appeal	10,650 00	10,650 00
5	Criminal Justice	121,000 00	120,000 00
6	Law Reform Commission	5,000 00	
	Miscellaneous Justice	37,100 00	30,100 00
		201,205 00	197,360 00

ADMINISTRATION OF JUSTICE—*Continued.*

SERVICE.	To be voted for 1872.	Voted for 1871.
Details.		
(a) COURT OF CHANCERY.		
Master's Salary	3,000 00	3,000 00
Do arrears for 1870		121 66
Taxing Officer, Salary	1,200 00	1,200 00
Clerk, do	1,000 00	1,000 00
Accountant, do	2,240 00	2,240 00
Do Contingencies		200 00
Registrar, Salary	1,840 00	1,840 00
Clerk Registrar's Office, Salary	1,600 00	1,600 00
Do do	1,000 00	1,000 00
Do do	600 00	600 00
Do do	460 00	460 00
Referee in Chambers, do	2,000 00	2,000 00
Clerk do do	500 00	500 00
Usher of Court, do	450 00	450 00
Messenger, do	365 00	365 00
†Clerk of Surrogate Court, do	1,400 00	
*Contingencies	1,400 00	850 00
	18,595 00	16,766 66
Details of Contingencies.		
Registrar's Office	800 00	
Master's do	400 00	
Accountant's Office	200 00	
	1,400 00	
(b) COURT OF QUEEN'S BENCH.		
Clerk, Salary	1,840 00	1,840 00
Senior Clerk, Salary	1,200 00	1,200 00
Junior do do	1,000 00	1,000 00
Clerk of Process, Salary	1,400 00	1,400 00
*Clerk of Crown and Pleas, while performing additional duties in Judge's Chambers, under Act 33 Vic., Cap. 11, Ontario Statutes	1,000 00	1,000 00
Housekeeper and Messenger, Salary	500 00	500 00
Usher and Crier, do	160 00	160 00
Assistant Messenger, do	160 00	160 00
Contingencies, do	750 00	350 00
	8,010 00	7,610 00
(c) COURT OF COMMON PLEAS.		
Clerk, Salary	1,840 00	1,840 00
Senior Clerk, Salary	1,200 00	1,200 00
Junior do do	1,000 00	1,000 00
Usher and Crier, Salary	160 00	160 00
Contingencies	250 00	210 00
	4,450 00	4,410 00
(d) COURT OF ERROR AND APPEAL.		
To the Chief Justice and each of the other Judges of the Court of Error and Appeal for services therein as Heir and Devisee Commissioners—ten at $1,000 each, under 33rd Vic., Cap. 5, Ontario Statutes	10,000 00	10,000 00
Usher and Crier	50 00	50 00
	10,050 00	10,050 00

* Voted last year under "Legislation" as salary to Clerk of contested elections.

† Omitted in last Estimates by mistake.

ADMINISTRATION OF JUSTICE—*Continued.*

SERVICE.	To be voted for 1872.	Voted in 1871.
	$ cts.	$ cts.
(e) Criminal Justice.		
Crown Counsel Prosecutions	9,000 00	8,000 00
Administration of Criminal Justice	110,000 00	110,000 00
Special Services	2,000 00	2,000 00
	121,000 00	120,000 00
(f) Law Reform Commission.		
To pay expenses of the Law Reform Commission		5,000 00
(g) Miscellaneous Justice.		
Deputy Clerks of the Crown and Pleas, Salaries	12,100 00	
District of Algoma.		
Sheriff, Salary	1,400 00	
Registrar, Salary	800 00	
Clerk of the Peace and District Attorney	800 00	
Clerk of the District Court	500 00	
Administration of Justice	1,700 00	
District of Thunder Bay.		
Stipendiary Magistrate and Registrar, Salary	1,200 00	
Administration of Justice	800 00	
Iron safe for Registry Office	300 00	
Lock-up, stone building	1,500 00	
District of Nipissing.		
Stipendiary Magistrate and Registrar, Salary	1,400 00	
Administration of Justice	500 00	
District of Parry Sound.		
Stipendiary Magistrate and Registrar, Salary	1,000 00	
Administration of Justice	200 00	
Fencing, gate, &c	300 00	
Furniture for Court House, &c	200 00	
District of Muskoka.		
Stipendiary Magistrate and Registrar, Salary	1,000 00	
Administration of Justice	200 00	
Other Services.		
To pay Sheriffs, Criers and Constables in attending Courts of Chancery and County Courts, Deputy Clerks of the Crown and Pleas attending Assizes, and their postages, &c., &c.	3,500 00	
Seals and other Contingencies	1,000 00	
Registration Books for Muskoka, Parry Sound and Thunder Bay	200 00	
Lighting and heating Osgoode Hall	3,000 00	
Furniture, matting, &c., &c., Osgoode Hall	500 00	
	31,100 00	35,100 00

V.—PUBLIC WORKS AND BUILDINGS.

To be voted per Statement (A) ..... $ 528,850 27.

No. of Vote.	(A)	Details.	To be voted for 1872.	Voted in 1871.
	CAPITAL ACCOUNT.		$ cts.	$ cts.
1	Central Prison	(a)	200,432 00	
2	London Lunatic and Idiot Asylums	(b)	36,195 96	
3	Deaf and Dumb Institute	(c)	14,350 00	
4	Blind Institute	(d)	33,387 00	
5	Toronto Lunatic Asylum	(e)	5,000 00	
6	Reformatory, Penetanguishene	(f)	1,919 26	
7	Agricultural College	(g)	97,424 00	
8	Technological College	(h)	11,490 66	
9	Normal and Model Schools	(i)	3,318 00	
10	Lock on Rosseau River	(j)	1,600 00	
11	Lock at Young's Point	(k)	900 00	
12	Lock at Balsam River	(l)	6,250 88	
13	Scugog River Works	(m)	5,224 79	
14	Cut between Lake's Joseph and Rosseau	(n)	238 20	
15	Kaministaquai River Works	(o)	11,802 90	
16	Washago and Gravenhurst Road	(p)	1,400 00	
17	Pigeon River Works	(q)	3,472 60	
18	Sydenham River Works	(r)	1,625 24	
19	Nottawasaga River Works	(s)	4,291 18	
20	Drainage of Swamp Lands	(t)	75,427 60	
21	Bridge at Portage du Fort	(u)	4,000 00	
22	Roads in Township of Ryerson	(v)	4,000 00	
23	Parliamentary and Departmental Buildings	(w)	3,000 00	
24	Court House, Sault Ste. Marie	(x)	600 00	
25	Government House	(y)	1,500 00	
			528,850 27	750,311 37

SERVICE.		To be voted for 1872.	—
Details.		$ cts.	$ cts.
(a) CENTRAL PRISON, TORONTO.			
Re-vote, unexpended balance		139,074 04	
Additional required :—			
On land		1,761 00	
On contracts		15,321 00	
On machinery and furniture		7,000 00	
Fencing (new)		4,000 00	
Additional foundations (new)		10,000 00	
Cell doors do		15,000 00	
Separate water supply do		5,000 00	
Sundries, superintendence, &c		3,275 96	
			200,432 00
(b) LONDON LUNATIC AND IDIOT ASYLUMS.			
Re-vote, unexpended balance, building		3,445 96	
For eight cottages for attendants, fencing, cattle sheds, sewage pipes, engine house, windmill, extra window fastenings and finishing		16,850 00	
Carried forward		20,295 96	

PUBLIC WORKS AND BUILDINGS—*Continued.*

SERVICE.	To be voted for 1872.	
	$ cts.	$ cts.
Brought forward	20,295 96	
LONDON LUNATIC AND IDIOT ASYLUMS—*Continued.*		
Agricultural implements and farm stock	4,000 00	
Library and means of amusements for patients	1,000 00	
To complete heating and ventilating apparatus, gas-fittings, tanks and sheeting for doors and windows	3,300 00	
Ornamentation of grounds and planting	3,000 00	
Furniture and furnishings	4,000 00	
		36,195 96
(c) DEAF AND DUMB INSTITUTE.		
Brick workshop, additional kitchen, store-room, altering eaves, house for farmer and works for protection against fire	10,350 00	
To complete ornamentation of grounds	1,000 00	
Furnishing fixtures and tools in shops	2,040 00	
Farm implements	360 00	
		11,750 00
(d) BLIND INSTITUTE.		
Re-vote, unexpended balance, building	15,732 25	
Required to complete buildings	6,100 54	
Brick workshop	5,000 00	
Furnishing and internal fittings	3,154 21	
Laying out grounds, roads, ornamentation, planting and fencing	2,350 00	
Superintendence	660 00	
		33,3 7 00
(e) TORONTO LUNATIC ASYLUM.		
Barn, stable, cow-house, cottage and fencing	4,500 00	
To provide means of amusement for patients	500 00	
		5,000 00
(f) REFORMATORY, PENETANGUISHENE.		
Re-vote, unexpended balance		1,919 26
(g) AGRICULTURAL COLLEGE.		
Re-vote, unexpended balance	72,650 00	
To provide drainage and vault	1,000 00	
Do water supply, steam pump and pipes	1,200 00	
Heating apparatus	1,300 00	
Brick barns	4,000 00	
Brick Stable, harness-room and hay-lofts	3,000 00	
Cow-house, same size	6,000 00	
Well and cisterns	1,500 00	
Sheds, piggery, fowl-roosts, fencing and grading	2,500 00	
Fences	3,774 00	
Lodge-house at entrance of grounds	1,200 00	
Plans superintendence and contingencies	1,200 00	
Live stock	2,000 00	
Farm implements	1,500 00	
Orchards, garden and planting	2,500 00	
Furniture	1,000 00	
Labour and Seed	2,400 00	
Open drains and interior fencing	1,500 00	
Roads	1,000 00	
		97,424 00
(h) VETERINARY COLLEGE.		
Re-vote, unexpended balance		11,490 66
(i) MODEL SCHOOLS.		
For furniture, stoves, heating apparatus, superintendence, &c.	2,718 00	
Classics, Model School	100 00	
		2,818 00

V.—PUBLIC WORKS AND BUILDINGS—*Continued.*

SERVICE.	To be voted for 1872.	
	$ cts.	$ cts.
(*j*) Lock on Rosseau River, Muskoka.		
To complete dredging		1,[illegible] 00
(*k*) Lock at Young's Point, Peterborough.		
To complete work, adjusting gates, and removing stones and other obstructions in channel between the Lock and Lakefield		[illegible] 00
(*l*) Lock on Balsam River.		
Revote, unexpended balance	4,450 88	
Additional, required to complete the work	1,800 00	
		6,250 88
(*m*) Scugog River Works.		
To complete removal of timber, snags, &c., and excavation, and dredging river between Lindsay and Lake Scugog, revote, unexpended balance	2,224 79	
Additional dredging	2,000 00	
Other works	1,000 00	
		5,224 79
(*n*) Cut between Lakes Joseph and Rosseau.		
Revote, unexpended balance		238 20
(*o*) Kaministaiquia River Works.		
Revote, unexpended balance	5,802 90	
Additional, required to complete works	6,000 00	
		11,802 90
(*p*) Washago and Gravenhurst Road.		
To complete this service by replacing crossways, &c		1,400 00
(*q*) Pigeon River Works.		
Revote, unexpended balance		3,472 60
(*r*) Sydenham River Works.		
Revote, unexpended balance		1,625 24
(*s*) Nottawasaga River Works.		
Revote, unexpended balance		4,291 18
(*t*) Surveys and Drainage of Swamp Lands.		
Revote, unexpended balance		75,427 60
(*u*) Bridge at Portage du Port.		
Revote		4,000 00

V.—PUBLIC WORKS AND BUILDINGS—*Continued.*

SERVICE.	To be voted for 1872.	——
	$ cts.	$ cts.
(*r*) Roads in the Township of Ryerson.		
To complete this service	.....	4,000 00
(*w*) Parliament and Departmental Buildings.		
Altering wood and coal sheds in rear of building, and excavating basement for rooms under east wing, fencing and improving grounds	.....	3,000 00
(*x*) Court House and Jail, Sault Ste. Marie.		
For fencing, gates and plank walks	.....	600 00
(*y*) Government House.		
For fitting up Library and other works	.....	1,500 00

VI.—PUBLIC WORKS AND BUILDINGS—*Continued.*

To be voted, per Statement A,.....$22,817 97.

No. of vote.	A.	To be voted for 1872.	——
	Miscellaneous.	$ cts.	$ cts.
1	Settler's Homestead Fund.—To encourage settlement of Free Grant Lands, to be re-imbursed by actual settlers: revote unexpended balance	.....	16,317 97
2	Surveys, inspections, arbitrations, awards, and charges, not otherwise provided for	.....	5,000 00
3	Maintenance of Locks.—Salaries of Lock-masters at Lindsay, Young's Point, Port Carling, and on Balsam River	1,000 00	
4	Repairs, tools, &c.	500 00	
		———	1,500 00
			22,817 97

VII.—ASYLUM MAINTENANCE.

To be voted, per Statement (A).....$234,401 00.

No. of vote.	A.	To be voted for 1872.	Voted in 1871.
		$ cts.	$ cts.
1	Asylum for the Insane, Toronto	81,545 00	80,110 00
2	Do London, and Idiot Asylum, branch of same	65,234 00	56,000 00
3	Do Kingston	47,190 00	47,190 00
4	Institution for the Deaf and Dumb, Belleville	25,432 00	19,650 00
5	Institution for the Blind, Brantford	15,000 00	
		234,401 00	202,950 00

DETAILS.		To be voted for 1872.	—
ASYLUM FOR THE INSANE, TORONTO.		$ cts.	$ cts.
Medicine and medical comforts		370 00	
Fuel		10,500 00	
Butcher's meat		11,000 00	
Flour		8,000 00	
Butter		4,000 00	
Beer, wine and spirits		2,700 00	
Gas and oil		2,250 00	
Groceries		9,600 00	
Bedding and clothing		4,000 00	
Furniture and furnishings		1,500 00	
Laundry and soap		850 00	
Farm		1,200 00	
Miscellaneous		2,725 00	
Repairs and alterations		2,000 00	
Salaries and Wages.	No. of Officers and Employees.		
Medical Superintendent	1	2,000 00	
Assistant do	1	1,000 00	
Clinical Assistant	1	300 00	
Bursar	1	1,400 00	
Steward	1	600 00	
Matron	1	400 00	
Assistant Matron	1	144 00	
Engineer	1	740 00	
Assistant Engineer	1	432 00	
Stokers	2	480 00	
Carpenters	2	1,100 00	
Gardener	1	216 00	
Assistant Gardener	1	192 00	
Porter or Messenger	1	240 00	
Baker	1	240 00	
Tailor	1	264 00	
Farmer	1	250 00	
Ploughman	1	200 00	
Night Watchers	3	648 00	
Chief Attendants	4	960 00	
Ordinary Male Attendants	21	4,128 00	
Females.			
Ordinary Female Attendants	23	1,812 00	
Night Attendants	3	360 00	
Cooks	8	744 00	
Carried forward	82	79,545 00	.....

VII.—ASYLUM MAINTENANCE—*Continued.*

SERVICE.	No. of Officers and Employees.	To be voted for 1872.	
		$ cts.	$ cts.
Brought forward	82	79,545 00	
ASYLUM FOR THE INSANE, TORONTO—*Continued.*			
Salaries and Wages Females—Continued.			
Laundresses	6	444 00	
Housemaids	6	396 00	
Seamstress	1	96 00	
	95		
To enable an advance of wages to be given to certain employees		1,064 00	
			81,545 00
ASYLUM FOR THE INSANE, LONDON.			
Medicine and medical comforts		300 00	
Fuel (including Idiot Asylum)		6,000 00	
Butcher's meat		7,000 00	
Flour		6,500 00	
Butter		3,500 00	
Beer, wine and spirits		1,800 00	
Gas and oil		1,500 00	
Groceries		8,500 00	
Bedding and clothing		5,600 00	
Furniture and furnishings		1,500 00	
Laundry and soap		750 00	
Farm		1,000 00	
Miscellaneous		1,500 00	
Repairs and alterations		1,500 00	
Salaries and Wages	No. of Officers and Employees.		
Medical Superintendent	1	2,000 00	
Assistant do	1	1,000 00	
Bursar	1	1,200 00	
Steward	1	600 00	
Matron	1	400 00	
Engineer	1	740 00	
Assistant Engineer	1	400 00	
Stoker	1	240 00	
Carpenter	1	500 00	
Gardener	1	400 00	
Assistant Gardener	1	216 00	
Butcher	1	192 00	
Porter or Messenger	1	206 00	
Baker	1	300 00	
Tailor	1	264 00	
Farmer	1	340 00	
Ploughmen	3	900 00	
Night Watches	2	432 00	
Chief Attendants	4	1,020 00	
Ordinary Male Attendants	17	3,432 00	
Females.			
Chief Attendants	3	540 00	
Ordinary Female Attendants	15	1,080 00	
Night Attendants	2	240 00	
Cooks	3	420 00	
Laundresses	4	418 00	
Housemaids	9	684 00	
Seamstress	1	120 00	
	79		65,234 0

VII.—ASYLUM MAINTENANCE—*Continued.*

SERVICE.	To be voted for 1872.	—
ASYLUM FOR THE INSANE, KINGSTON.	$ cts.	$ cts.
Food, Clothing, &c., &c., for 330 patients, at $143 each	.....	47,190 00
INSTITUTION FOR THE DEAF AND DUMB, BELLEVILLE.		
Household Expenses.		
Butchers' meat	1,700 00	
Butter	800 00	
Barly, rice, sago and sundries	100 00	
Coffee	100 00	
Cheese	40 00	
Eggs	150 00	
Flour and bread	750 00	
Fruit	250 00	
Fish, fowls, &c.	200 00	
Salt, pepper, mustard, vinegar and small groceries	150 00	
Syrup and molasses	60 00	
Sugar	600 00	
Tea	300 00	
Potatoes and vegetables	250 00	
Groceries unenumerated	550 00	
Medicines and Medical comforts	150 00	
Bedding and Furnishing	700 00	
Clothing for Orphans	300 00	
Fuel	2,500 00	
Gas, oil, &c	900 00	
Brushes, brooms, mops, bath brick, &c	50 00	
Soap, $120; scrubbing, $50	170 00	
Sundries	150 00	
Library books	200 00	
School do	100 00	
Class room appliances	200 00	
Amusements	200 00	
Advertizing, printing, &c	150 00	
Stationery	100 00	
Postages, telegrams and express	150 00	
Freight	150 00	
Repairs and internal ornamentation	500 00	
Officers' travelling expenses	250 00	
Incidentals	250 00	
Farm, feed and fodder	750 00	
Furniture	250 00	
Salaries and Wages.		
Principal	1,600 00	
Physician	500 00	
Book-keeper and Steward	800 00	
Matron	300 00	
3 Male teachers without board and lodging	2,400 00	
2 do with do do	1,300 00	
2 Female teachers with do do	500 00	
Housekeeper	200 00	
Visitors' attendant	180 00	
Engineer	700 00	
Farmer	300 00	
Gardener	240 00	
Fireman	180 00	
Night watchman	216 00	
Carpenter and trade instructor	550 00	
Farm hand and teamster	168 00	
Messenger	96 00	
Carried forward	24,400 00	.....

VII.—ASYLUM MAINTENANCE—*Continued.*

SERVICE.	To be voted for 1872.	—
	$ cts.	$ cts.
Brought forward	24,400 00	
INSTITUTION FOR THE DEAF AND DUMB, BELLEVILLE—*Continued.*		
Salaries and Wages—Continued.		
Cook and Baker	320 00	
Assistant do	100 00	
3 Housemaids, at $72	216 00	
3 Laundry	252 00	
Scrubbing maid	72 00	
1 Gate-keeper	72 00	
		25,432 00
INSTITUTION FOR THE BLIND, BRANTFORD.		
Household Expenses.		
Food	3,800 00	
Clothing for Orphans	200 00	
Library	200 00	
Apparatus and appliances, and school books	1,000 00	
Medicine and medical comforts and medical attendance	300 00	
Laundry, soap, and cleaning	200 00	
Fuel	2,000 00	
Gas	600 00	
Furniture, ordinary	200 00	
Printing, forms, and advertising	200 00	
Stable and barns and garden fence, &c	600 00	
Internal ornamentation	200 00	
Sundries	500 00	
Salaries and Wages.		
Principal	1,000 00	
Bursar and store-keeper	800 00	
Matron	300 00	
Other salaries	2,900 00	
		15,000 00

VIII.—PROVINCIAL REFORMATORY, PENETANGUISHENE.

To be voted, per Statement (A) .....$21,710 00.

SERVICE.	To be voted for 1872.	—
A.	$ cts.	$ cts.
Rations	5,000 00	
Clothing	2,800 00	
Bedding	500 00	
Farm, farm stock and stables	600 00	
Hospital	150 00	
Chapel and schools	200 00	
Soap, cleaning and light	250 00	
Furniture, tools and shop fixtures	750 00	
Repairs ordinary	500 00	
Prisoners travelling allowance	400 00	
Officers travelling expenses	200 00	
Postage and stationery	400 00	
		11,750 00
Salaries and Wages.		
Warden	1,600 00	
2 Chaplains, at $800 each	1,600 00	
Deputy warden, book-keeper and storekeeper	850 00	
Surgeon	400 00	
Steward	400 00	
5 Keepers, who combine duties of trade instructors, at $400	2,000 00	
3 Ordinary keepers, at $360	1,080 00	
Farmer	400 00	
Gardener	260 00	
Stable-keeper	260 00	
Day guard	260 00	
2 Night guards	520 00	
Gate-keeper	260 00	
Temporary assistance	70 00	
		9,960 00
		21,710 00

IX.—AGRICULTURE AND ARTS.

To be voted, per Statement (A) .....$81,100 00.

No. of vote.	A.	To be voted for 1872.	——
		$ cts.	$ cts.
1	Electoral Division Societies, 73 at $700	51,100 00	
2	Do 1 at 550	550 00	
3	Do 7 at 350	2,450 00	
			54,100 00
4	Fruit Growers' Association		500 00
5	Entomological Society		500 00
6	Agricultural Association		10,000 00
7	Mechanics' Institutes		15,000 00
8	For Sundry services in connection with Agriculture and Arts,—such as, investigations of diseases in animals and crops, and of ravages of insects; and for agricultural instruction, dairy products, and other charges not otherwise provided for		1,000 00
			81,100 00

X.—IMMIGRATION.

To be voted, per Statement (A).. .....$80,000 00.

No. of Vote.	A.	To be voted for 1872.
		$ cts.
1	Agencies in British Isles, lectures, and printing	10,000 00
	Agencies in Ontario and Quebec City, and expenses	8,000 00
	Carriage of Immigrants in Canada	7,000 00
	Assistance to promote Immigration	50,000 00
	Incidental expenses	5,000 00
		80,000 00

XI.—HOSPITALS AND CHARITIES.

To be voted as per Statement (A)..... $42,100 00.

No. of Vote.	A.	To be voted for 1872.	Voted in 1871.
	(Upon condition that each Institution shall have returned to the Provincial Secretary such particulars for the year 1871, as may be required in the form furnished by him.)	$ cts.	$ cts.
	Details.		
1	Aid to Toronto Hospital	6,400 00	
2	" Do for County patients	4,800 00	
3	" House of Industry, Toronto	2,000 00	
4	" Protestant Orphans' Home and Female Aid Society, Toronto	640 00	
5	" Roman Catholic Orphan Asylum, Toronto	640 00	
6	" Lying-in-Hospital do	480 00	
7	" Magdalen Asylum do	480 00	
8	" House of Providence do	320 00	
9	" Girls' Home and Public Nursery do	320 00	
10	" Boys' Home do	320 00	
11	" Eye and Ear Infirmary do	1,000 00	
12	" General Hospital, Kingston	4,800 00	
13	" House of Industry and Refuge for Indigent Sick, Kingston	2,400 00	
14	" Orphans' Home do	640 00	
15	" Hotel-Dieu Hospital do	800 00	
16	" General Hospital, London	2,400 00	
17	" Roman Catholic Orphan Asylum, London	640 00	
18	" City Hospital, Hamilton	4,800 00	
19	" Roman Catholic Orphan Asylum, Hamilton	640 00	
20	" Orphan Asylum and Ladies' Benevolent Society, Hamilton	640 00	
21	" House of Refuge do	720 00	
22	" Protestant Hospital, Ottawa	1,200 00	
23	" Roman Catholic Hospital, Ottawa	1,200 00	
24	" St. Patrick's Orphan Asylum, Ottawa	480 00	
25	" Protestant Orphan Asylum do	480 00	
26	" St. Joseph's Orphan Asylum do	480 00	
27	" Magdalene Asylum, Ottawa	480 00	
28	" General Hospital, St. Catharines	1,000 00	
		42,100 00	40,260 00

XII.—LITERARY AND SCIENTIFIC INSTITUTIONS.

To be voted per Statement (A)..... $1,850 00.

No. of Vote.	A.	To be voted for 1872.
		$ cts.
1	Aid to Canadian Institute, Toronto	750 00
2	do do Ottawa	300 00
3	do Athenæum do	300 00
4	do to promote Scientific research	500 00
		1,850 00

XIII.—EDUCATION.

To be voted per Statement (A)..... $417,818 00.

No. of Vote.	A.	Details.	To be voted for 1872.	Voted for 1871.
			$ cts.	$ cts.
1	Public and Separate Schools	(a)	200,000 00	175,000 00
2	Poor Schools	(b)	6,000 00	6,000 00
3	For Encouragement of Agricultural Instruction	(c)	3,000 00	5,000 00
4	Normal and Model Schools, Salaries	(d)	14,845 00	13,842 00
5	Do Contingencies	(e)	8,800 00	6,040 00
6	High Schools	(f)	72,000 00	70,000 00
7	Libraries, Apparatus and Prizes	(g)	88,500 00	35,000 00
8	Depository, Salaries	(h)	3,670 00	3,405 00
9	Do Contingencies	(i)	2,330 00	1,710 00
10	Superannuated Teachers	(j)	8,000 00	6,500 00
11	Museum (including fuel)	(k)	3,850 00	3,850 00
12	Journal of Education	(l)	2,530 00	2,390 00
13	High School Inspection	(m)	4,000 00	4,000 00
14	Public School Inspection	(n)	26,550 00	22,500 00
15	Collegiate Institutes	(o)	6,000 00	7,500 00
16	Education Office, Salaries	(p)	12,313 00	12,013 00
17	Do Contingencies and repairs	(q)	5,630 00	4,555 00
			418,018 00	379,305 00

SERVICE.	To be voted for 1872.	—
Details.	$ cts.	$ cts.
(a) Public and Separate Schools		200,000 00
(b) Poor Schools		6,000 00
(c) For the Encouragement of Agricultural Instruction		3,000 00

XIII.—EDUCATION—*Continued.*

SERVICE.	To be voted for 1872.	—
	$ cts.	$ cts.
(d) Normal and Model Schools.		
Salaries :—		
Head Master	2,000 00	
Mathematical Master	1,500 00	
Natural Science do	1,500 00	
Writing do	750 00	
Drawing do	400 00	
Music do	400 00	
Gymnastic do	300 00	
Master Boys' School	900 00	
First Assistant do	700 00	
Second do do	550 00	
*Third do do	500 00	
Mistress Girl's School	700 00	
First Assistant do	500 00	
Second do do	425 00	
*Third do do	400 00	
*Clerk of the Normal School	600 00	
Janitor, salary and cleaning	410 00	
Gardener	410 00	
First Engineer	410 00	
Second Engineer	360 00	
Caretaker and Messenger	410 00	
Furnaceman and Assistant Gardener	360 00	
Assistant do do	360 00	
		14,845 00
(e) Normal and Model Schools.		
Contingencies :—		
Printing and Binding	500 00	
Books, Stationery and Apparatus	3,000 00	
Expenses of Grounds and Plant House	550 00	
Fuel and light	1,250 00	
Water	300 00	
Petty furnishings and repairs	500 00	
Repairs :—		
Carpenters work	200 00	
Tinsmithing and hardware	100 00	
Smith's work, heating apparatus	300 00	
Plumbing and gasfitting	200 00	
Painting and glazing	500 00	
Bricklayer's and carpenter's work	100 00	
Slater's work	100 00	
Repairing roofs	1,200 00	8,800 00
(f) High Schools		72,000 00
(g) Libraries, Apparatus and Prizes		38,500 00
(h) Depository.		
Salaries :		
Clerk of Libraries	1,200 00	
Assistant do	600 00	
Despatch Clerk	425 00	
Assistant do or Clerk of Sales	300 00	
Assistant in Depository	260 00	
Do in packing room	150 00	
*Junior Assistant	130 00	
Packer and Messenger	365 00	
Labourer and Furnaceman	300 00	
		3,670 00

* Appointed during recess.

XIII.—EDUCATION—*Continued.*

SERVICE.	To be voted for 1872.	—
	$ cts.	$ cts.
(i) Depository.		
Contingencies:—		
Postages	250 00	
Stationery	250 00	
Fuel, water and light	450 00	
Printing forms	350 00	
Do new catalogues	100 00	
Packing paper, twine, nails, etc	280 00	
Furnishings and petty repairs	350 00	
		2,330 00
(j) Superannuated Teachers		8,000 00
(k) Museum (including fuel)		3,850 00
(l) Journal of Education.		
Deputy Superintendent as Editor, salary	400 00	
Printing and mailing 6,000 copies at $140 per month	1,680 00	
Postages, periodicals and contingencies	300 00	
Engraving plans of school-houses, and other illustrations	150 00	
		2,530 00
(m) High School Inspection		4,000 00
(n) Public School Inspection	25,000 00	
To pay examiners of school teachers	500 00	
Printing examination papers, forms and certificates	800 00	
Postages, stationery and contingencies	250 00	
		26,550 00
(o) Collegiate Institutes		6,000 00
(p) Education Office.		
Salaries:—		
Chief Superintendent	4,000 00	
Deputy do	2,200 00	
Senior Clerk, Accountant and Registrar	1,600 00	
Clerk of Statistics	1,200 00	
Clerk of Records	1,000 00	
Clerk of Correspondence	900 00	
Assistant do	500 00	
General Assistant Clerk	300 00	
* Do Junior Clerk	200 00	
Messenger	365 00	
Do for cleaning	48 00	
		12,313 00
(q) Education Office.		
Contingencies:—		
Postage	750 00	
Printing forms, blanks and paper	550 00	
Fuel and water	400 00	
Stationery and books	300 00	
Newspapers, law and other reports	175 00	
High School Registers and Forms	275 00	
Printing 5,000 copies of School Law	650 00	
Printing first part of Annual Report, 4,500 copies	450 00	
Law Appeal cases	280 00	
Furniture, petty repairs and incidentals	300 00	
		4,130 00
Repairs:		
Repairing roofs and gutters	1,200 00	
Repairs to plank walks	300 00	
		1,500 00

* Appointed during recess.

XIV.—UNFORESEEN AND UNPROVIDED,

To be voted per Statement (A) $50,000 00

No. of Vote.	A.	To be voted for 1872.
		$ cts.
1	To meet unforeseen and unprovided expenses	50,000 00

XV.—MISCELLANEOUS.

To be voted per Statement (A)..... $47,158 00

DETAILS.	To be voted in 1872.	Voted in 1871.
	$ cts.	$ cts.
MISCELLANEOUS.		
To pay money wrongfully estimated. Queen *vs.* Clark	458 00	
To pay for alterations in Lindsay Jail, made necessary by erroneous approval of the Government Inspector.....	2,700 00	
Collecting Revenue from sale of Law Stamps.....	300 00	
" " Tavern and Shop Licenses	200 00	
" " Marriage Licenses	1,000 00	
" " Municipal Loan Fund.....	1,500 00	
" " Algoma Land Tax	800 00	
Printing and Postage, Municipalities Fund.....	200 00	
Payment of School Land deductions	20,000 00	
Expenses of award	15,000 00	
Reward for apprehension of the murderers of Thomas Scott, Red River Settlement	5,000 00	
	47,158 00	34,097 46

XVI.—MUNICIPALITIES FUND.

To be voted per Statement (A) $68,030 59

No. of Vote.	A.	To be voted for 1872.	Paid in 1871.
		$ cts.	$ cts.
1	Collections from sales of Clergy Reserves in 1871 .... $85,038 20 Less—20 per cent cost of management..... ..... 17,007 64	68,030 56	62,891 50

XVII.—CROWN LANDS EXPENDITURE.

To be voted per Statement (A) ... .$118,015 66.

No. of Vote.	A.	Details.	To be voted in 1872.	Voted in 1871.
			$ cts.	$ cts.
1	Crown Lands expenditure	(a)	118,015 66	115,400 00
	DETAILS.			
			$ cts.	$ cts.
	Board of Surveyors.....		400 00	
	Agents' Salaries and Disbursements.....		30,000 00	
	Do do arrears of 1871.....		2,315 66	
	Inspectors valuing lands		10,000 00	
	Do for services in 1871. Amount of accounts not rendered.		1,000 00	
	Refunds		30,000 00	
	Claims for lands twice sold		5,000 00	
	Survey as follows :—			
	Township of Effingham.....		3,000 00	
	Do Lyell		3,000 00	
	Do Sabine		3,000 00	
	Do Brown		2,500 00	
	Do McKenzie.....		2,400 00	
	Do Fergusson.....		1,000 00	
	Do Carling		2,000 00	
	Do Brougham.....		2,500 00	
	Do Southampton Park Lots		400 00	
	Defining and surveying lines between Licensed Territory and the Crown Domain.....		7,500 00	
	Two Townships, Lake Superior.....		7,000 00	
	Balance required to complete surveys now in progress.....		5,000 00	
			118,015 66	

XVIII.—TECHNOLOGICAL COLLEGE.

To be voted per Statement (A).....$7,000 00

A.	To be voted, for 1872.
MAINTENANCE.	$ cts.
Details.	
Salaries.....	5,000 00
Gas.....	600 00
Fuel	400 00
Water	200 00
Ordinary repairs and incidentals	200 00
Housekeeper	600 00
	7,000 00

XIX.—LAND IMPROVEMENT FUND, AND COMMON SCHOOL FUND.

To be voted, per Statement (A).... .....$62,181 27.

No. of vote.	A.		To be voted for 1872.	—
			$ cts.	$ cts.
1	Moneys collected from the sale of Crown Lands, subject to the Land Improvement Fund, for the year ending 30th June, 1871...$50.828 59			
	Less—$\frac{4}{5}$ths, leaving $\frac{1}{5}$th to the Land Improvement Fund... 40,662 87			
		10,165 72		
	Less—6 per cent. for cost of Collection and Management,	609 94		
			9,555 78	
2	Moneys collected from the sale of Common School Lands, subject to the Land Improvement Fund, for the year ending 30th June, 1871.....	53,880 33		
	Less—6 per cent. for Collection and Management	3,232 81		
		50,647 52		
	To be distributed as follows, viz.—			
	$\frac{1}{4}$th to the Land Improvement Fund		12,661 88	
3	$\frac{3}{4}$ths to the Dominion Government, to be added to the Common School Fund.....		.....	37,985 64
4	Moneys collected from the Sale of Grammar School Lands, subject to the Land Improvement Fund, from the 1st July, 1867, to the 30th June, 1871.....	8,416 87		
	Less—6 per cent. for Collection and Management	505 01		
		7,911 86		
	Less—$\frac{3}{4}$ths, leaving $\frac{1}{4}$th to the Land Improvement Fund	5,933 89		
			1,977 97	
				24,195 63
				62,181 27

XX.—TO COVER EXPENDITURE UNDER UNFORESEEN AND UNPROVIDED AND UNPAID ACCOUNTS OF 1870 AND 1871.

To be voted per Statements (A) and (B).....$59,185 13

No. of Vote.	A.	—	—
	Civil Government.	$ cts.	$ cts.
	Government House.....	.....	160 97
	Legislation.		
	Parliament Buildings, repairs, &c.....	.....	538 16
	Administration of Justice.		
	Miscellaneous Justice.—For Registry Offices, Lock-up Houses and purchase of ground at Parry Sound and Thunder Bay		
	Re-vote, unexpended balance.....	289 95	
	Additional required to complete service of 1871	1,710 05	
			2,000 00
	Carried forward.....	.....	2,699 13

TO COVER EXPENDITURE, &c.—*Continued.*

—	A.	—	—
		$ cts.	$ cts.
	Brought forward		2,699 13
	Public Works and Buildings.		
	London Lunatic Asylum Building	2,477 41	
	Furniture and fixtures	3,529 39	
			6,006 80
	Deaf and Dumb Institute Building	2,587 37	
	Furniture and fixtures	458 00	
			3,045 37
	Asylum for Adult Idiots		1,848 44
	Model School building		7,261 77
	Lock on Rosseau River, Re-vote, unexpended balance	481 93	
	Additional required to complete service of 1871	371 47	
			853 40
	Lock at Young's Point		120 15
	Roads in the Township of Ryerson		891 00
	London Lunatic Asylum—Maintenance		1,351 73
	Deaf and Dumb Institution—Maintenance		2,776 86
	Agriculture and Arts.		
	Mechanics' Institute		2,591 14
	Education.		
	To pay Examiners of Public School Teachers arrears		300 00
			29,745 79

TO COMPLETE THE SERVICES OF 1870 AND 1871.

No. of Vote.	B.	—	—
		$ cts.	$ cts.
	SERVICES OF 1870.		
	To cover amounts expended in excess of appropriation, as per Public Accounts.		
1	Balance to be provided for in 1872, to complete the services of 1870, as per Statement No. 27, Public Accounts of 1870		
	REGISTRAR-GENERAL'S DEPARTMEET.		
	Joseph Lesslie, Postages, Registrar-General's Office, to 31st Dec., 1870	122 05	
	H. S. Crewe, services as Clerk in Registrar-General's Office do.	669 17	
	Hunter, Rose & Co., Printing for Registrar-General's Office	971 66	
	Hon. E. B. Wood, to pay Registrars of Births, Deaths, and Marriages	3,700 00	
	H. S. Crewe, Cab hire and express charges, *re* do. do.	90 59	
	W. Firstbrook, boxes supplied for Forms, *re* do. do.	13 64	
	Hon. M. C. Cameron, to pay Registrars of do. do.	108 63	
	J. R. Armstrong & Co., stove for Registrar-General's vault	10 08	
	John Notman, Stationery for do.	26 65	
			5,712 47
	Carried forward		5,712 47

TO COMPLETE THE SERVICES OF 1870 AND 1871—*Continued.*

No. of Vote.	B.		
	Brought forward		5,712 47
	AUDITOR'S OFFICE.		
	W. R. Nursey, services as Clerk in Auditor's Office, to 31st Dec., 1870..	734 00	
	Robertson & Cook, Printing Circulars	3 00	
			737 00
	SERVICES OF 1871.		6,447 47
	Balance to be provided for in 1872, to complete the services of 1871, as per Statement No. 27, Public Accounts of 1871		
	CIVIL GOVERNMENT.		
	Government House	516 17	
	Lieutenant-Governor's office—Contingencies	5 80	
	Attorney-General's office do.	151 74	
	Secretary and Registrar's office do.	31 31	
	Public Works Department do.	199 82	
	Inspector of Prisons' office do.	65 55	
	Do. Clerk	84 00	
	Queen's Printer's Office—Contingencies	22 17	
			1,076 56
	LEGISLATION.		
	Sessional Writers, &c.	2,212 85	
	Contingencies and Repairs	1,656 85	
			3,869 70
	ADMINISTRATION OF JUSTICE.		
	Court of Chancery—Salaries	1,273 66	
	Do. Contingencies	261 56	
	Court of Queen's Bench do.	283 21	
			1,818 43
	PUBLIC WORKS AND BUILDINGS.		
	London Lunatic Asylum	1,581 79	
	Deaf and Dumb Institute, Belleville	551 88	
	Youngs' Point Lock	2 07	
	Normal and Model Schools	1,013 50	
	Washago and Gravenhurst Road	177 91	
			3,327 15
	ASYLUM MAINTENANCE.		
	Deaf and Dumb Asylum, Belleville		1,068 06
	EDUCATION.		
	Preparing Examination Papers—Public School Teachers		600 00
	CHARGES ON REVENUE.		
	Refunds		8,098 82
	MISCELLANEOUS		3,131 75
			29,439 94

SUPPLEMENTARY ESTIMATES.

Amounts required to meet the expenditure of the Province from the first day of January, 1872, till the Estimates for the year 1872 are finally passed:

CIVIL GOVERNMENT.

Government House—Salaries and Expenditure	$200 00
Lieutenant-Governor's Residence—Salaries	200 00
Executive Council Office—Salaries	170 16
Attorney-General's Office—Salaries	1,025 00
Treasury Department—Salaries	1,078 68
Secretary and Registrar's Office—Salaries	1,583 80
Department of Agriculture and Public Works—Salaries	1,824 08
Crown Lands Department—Salaries	5,999 90

MISCELLANEOUS.

Inspector of Prisons—Salaries and Expenses	$450 00
Audit Office—Salaries	574 00
Queen's Printer—Salary and cost of *Official Gazette*	900 00

LEGISLATION.

Salaries	$1,500 00
Sessional Writers, Messengers and Pages	1,800 00
Postages	500 00
Indemnity to, and Mileage of Members	40,000 00

ADMINISTRATION OF JUSTICE.

Court of Chancery—Salaries	$1,393 76
Court of Queen's Bench—Salaries	1,043 44
Court of Common Pleas—Salaries	700 00
Master's Office—Salaries	690 00
Accountant—Salaries	373 36
Criminal Justice and Crown Council Prosecutions	15,000 00

PUBLIC WORKS AND BUILDINGS.

On account of this Service	$50,000 00

ASYLUM MAINTENANCE.

Asylum for the Insane, *Toronto*	$13,500 00
Asylum for the Insane, *London*	10,000 00
Deaf and Dumb Institution and Asylum for the Blind	3,264 00

REFORMATORY.

Maintenance and Salaries	$3,618 00

IMMIGRATION.

On account of this Service	$2,000 00

EDUCATION.

Grammar Schools	$28,000 00
Separate Schools	4,500 00
Superannuated Teachers	5,000 00
Normal Schools	2,000 00
Depository	11,500 00
Journal of Education	430 00
Museum	500 00
Salaries	4,000 00
Contingencies	800 00

CHARGES ON REVENUE.

Miscellaneous—License and Stamp Office	$200 00

CROWN LANDS EXPENDITURE.

Salaries, &c., of Agents	$4,000 00
Refunds	2,000 00
Surveys	3,000 00
Colonization Roads	8,000 00
Contingencies	5,000 00

SUPPLEMENTARY ESTIMATE.

Estimated expenditure for certain charges connected with the several Departments	50,000 00
Total	$288,318 18

REPORT

ON THE

MUNICIPAL LOAN FUND,

PROVINCE OF ONTARIO.

PREPARED BY THE HON. E. B. WOOD,

AND BEING

RETURN to an Address to His Excellency the Lieutenant-Governor, representing that during a previous Session of this House, an Address was voted to His Excellency praying for certain information touching the Municipal Loan Fund, including a statement of the principal and interest paid by each Municipality; and further representing that a Return was made to the said Address which was incomplete, inasmuch as it did not contain any statement of the amount of interest paid by such Municipalities as have no sums to the credit of the Sinking Fund; and praying that His Excellency will be pleased to cause to be laid before this House with all convenient speed, a further statement in reply to the said Address.

TORONTO:
PRINTED BY HUNTER, ROSE & CO., 86 AND 88 KING ST. WEST.
1871.

THE MUNICIPAL LOAN FUND OF UPPER CANADA.

The Upper Canada Municipal Loan Fund, to consist of all moneys directed to form part thereof, was established by the 16th Vict., cap. 22, passed on the 10th November, 1852. Unlimited powers of borrowing on the credit of the said fund, subject to the approval of the Governor in Council, were by the same Act conferred upon the Upper Canada Municipalities to enable them to effect certain public improvements, and these powers continued until the passing of the Act 18 Vict., chap. 13, on the 18th December, 1854, by which the Fund itself was limited to £1,500,000 sterling, together with such further sums as constitute the Sinking Fund thereof, and the extent to which a Municipality might borrow was thereby limited to 20 per cent. on the aggregate valuation of property in the said Municipality, according to the then last assessment roll thereof; and by the 22nd Vict., chap. 15, passed on the 4th May, 1859, no further loans to Upper Canada Municipalities could be made on the credit of the Fund, except under By-laws sanctioned by the Governor in Council prior to the date of that Act.

The moneys which have been directed to constitute the Fund are:

1. Those paid in by the Municipalities on account of the principal and interest of their respective loans.

2. By the 20th Vict., chap. 20, passed 20th June, 1857, it was provided that the share of the Municipalities Fund, accruing to any Municipality certified by the Receiver General to be in default, or to the several Municipalities in any County while such County is so certified to be in default, may be carried to the credit of such Municipality or County on account of such default. By the 22nd Vict., chap. 15, sec. 6, passed 4th May, 1859, (known as the Compromise Act), it was provided that so long as any sum of money is payable to the Receiver General by any Municipality under previous Acts relating to the Loan Fund, he may always retain in his hands any sum of money which would otherwise be payable by him to such Municipality, crediting the same to it in his accounts with it under the said Acts. But by the 22nd Vict., chap. 48, sec. 20, passed also on the 4th May, 1859, (being the Seigniorial Amendment Act of 1859), it was enacted that so long as any Municipality shall at any time be in default in any payment which ought to have been made by it to the said Loan Fund, such Municipality shall have no share in any distribution of the Upper Canada Municipalities Fund, which shall be made while such Municipality is so in default, and the share it would otherwise have had shall go to the other Municipalities.

3. By the Act just cited it was also provided that a sum of money equal to that which under the provisions of the Seigniorial Amendment Act of 1859, will be payable yearly to Seigniors in Lower Canada out of the Provincial Funds, over and above the amount payable to them out of the Fund for the relief of the censitaires under the Seigniorial Act of 1854, shall be payable yearly out of the Consolidated Revenue Fund of this Province to the credit of the Upper Canada Municipal Loan Fund, so long as the Province is under advances to the said Fund.

By the 16th Vict., chap. 22, the Governor in Council was authorized to direct loans to be made from the Upper Canada Building Fund to meet the charges on the Loan Fund from time to time, but this provision was never acted upon.

The payments to be made by the Municipalities were fixed by the 16th Vict., chap. 22, at the yearly rate of 6 per cent. for interest, and 2 per cent. for Sinking Fund on the amount of their respective Loans. By the 20th Vic., chap. 20, it was provided with respect to the cases of Municipalities in default, that as it might be inexpedient to press the collection of the whole sum due, the Governor might issue his warrant to the Sheriff directing what rate that officer should levy, providing that such rate should not be less than 12½ cents on the dollar of the yearly value of the assessed property of such Municipalities. But another and final change was made by the passing on the 4th May, 1859, of the 22nd Vict., chap. 15, and as this Act imposes various duties and obligations upon the Municipalities interested and their officers, as well as prescribes the amount to be

paid, and the time and manner of payment, it is necessary that its leading provisions should be briefly stated. It provides—

1. That instead of the payments which each Municipality was bound to make under previous Acts, a sum equal to five cents in the dollar on the assessed yearly value, or a like per centage on the interest at six per cent. per annum on the assessed value, of all the assessable property in every Municipality which had raised money by Debentures on the credit of the Municipal Loan Fund, should be paid by such Municipality to the Receiver General, on or before the first day of December, 1859, and every year thereafter, until the total amount in principal and interest, payable by reason of its loan, should be paid and satisfied, or a smaller sum should be sufficient to satisfy the same in any year, in which case such smaller sum only should be so paid.

2. But the sum to be so paid by a Municipality should never be less than the same per centage on the Assessment Rolls for the year 1858 for the same Municipality would have produced, and in case of diminished value from that standard the rate was to be proportionately increased, and was to be imposed on any increased assessed value over that of the year stated.

By 29–30 Vict., chap. 53, sec. 12, and 32 Vict., chap. 36, sec. 12, for the rate of five cents in the dollar on the assessed yearly value, and on six per cent. for the annual assessed actual value, as provided in 22 Vict., chap. 15, was substituted a rate of not less than one-third of a cent in the dollar upon the actual value of all rateable property in all Municipalities in Upper Canada indebted to the Upper Canada Municipal Loan Fund, unless a smaller rate would produce eight per cent. upon the capital of the loan; but it was provided that if the rate of one-third of a cent in the dollar on the actual value of the property should produce a less sum than five cents in the dollar on the annual value thereof in 1858, such a rate should be levied as would produce a sum equal to that produced by a rate of five cents in the dollar on the Assessment Rolls of the year 1858.

Since 1859 only five per cent. interest has been charged on the principal of each loan, the Government in that year having consolidated and assumed the entire indebtedness of the Municipalities created under the Municipal Loan Fund, and issued therefor 5 per cent. Provincial bonds, which were accepted at par by the holders of the Municipal Loan Fund debentures, which were given up and cancelled. Therefore, as the Government paid only 5 per cent., it has charged the Municipalities only 5 per cent., which would make the interest and sinking fund 7 per cent. per annum instead of 8 per cent.

3. The sum so to be paid was to be the first charge upon all the funds of a Municipality, and any Treasurer or other officer of a Municipality who should, after the 1st December, 1859, pay any sum whatever out of any funds of the Municipality in his hands until the sum due to the Receiver General was paid, should be deemed guilty of a misdemeanor, and be liable for every sum so paid as for money received by him for the Crown.

4. If the sum aforesaid was not paid, the Municipality was to be held to be in default, and to be liable to be dealt with in the manner provided by previous Acts with regard to Municipalities in default.

5. To ensure the collection of the sum aforesaid, a special rate upon all the assessable property in every Municipality which had raised money by Debentures on the credit of the Municipal Loan Fund of five cents in the dollar upon the yearly value, and a like per centage on the interest at the rate of six per cent. on the assessed value, was imposed in the year 1859, and a like rate in each year thereafter, until the entire debt and interest should be paid off, or a lower rate substituted by Order in Council, in cases where such lower rate would be sufficient to pay the interest and Sinking Fund. Such rate to be entered on the Collector's rolls and collected and paid to the Treasurer as ordinary rates, whether any other rate was or was not imposed, and the proceeds of such rate were to be applied by the Treasurer exclusively towards the payment of the sum payable by the Municipality to the Receiver General in each year; and it was further provided that any treasurer, collector or other Municipal officer, or functionary, or any member of the Municipal Council, wilfully neglecting or refusing to perform or concur in performing any official act requisite for the collection of the said rate, or misapplying, or being a party to the

misapplication of any portion of the proceeds thereof should be held guilty of a misdemeanor, and with his sureties should be personally liable for any sum which, by reason of such neglect, misconduct, refusal or misapplication, should not, at the time fixed, be paid to the Receiver General, as for moneys received by such member, treasurer, collector, or other Municipal officer or functionary for the Crown.

6. All sums of money coming to a Municipality as the profits, dividends or returns from any work for which a loan had been authorized, or as interest or principal of any sum lent by the Municipality out of such loan, or otherwise howsoever by reason of such loan, was to be paid into the hands of the Treasurer and be by him carefully kept apart from all other moneys, and paid over from time to time to the Receiver General, to be by him placed to the credit of the Municipality with the Consolidated Municipal Loan Fund, except in so far as was otherwise especially provided in the By-law authorizing such loan.

7. After any Municipality had borrowed any money on the credit of the Municipal Loan Fund, it was not to contract any further debt without the consent and approval of the Governor in Council, until all debts to the Fund had been wholly paid off.

8. So long as any sum of money was payable to the Receiver General by any Municipality on Loan Fund Account, he might always retain in his hands any sum of money which would otherwise have been payable by him to such Municipality, crediting the same to it in his accounts.

9. By the Legislation of 1859, respecting the Municipal Loan Fund and the Seigniorial tenure, it was designed by means of the Municipalities Fund, (Clergy Reserve Moneys), to compensate those Municipalities which had not borrowed under this Fund, or having borrowed kept their interest and sinking fund paid up in full; and to a certain extent this has been accomplished. Prior to the year 1860 there had, from this Fund, been distributed among the Municipalities in Upper Canada $2,624,425.32. In the distribution, up to this period, all the Municipalities participated alike, whether in default in their payments under their Loan Fund indebtedness or not. Since 1859 any Municipality in default has been deprived of the share it would otherwise have been entitled to, in the Clergy Reserve Moneys, and the same has been merged in the General Fund and thereby increased the share falling to each Municipality which had not borrowed under the Loan Fund, or having borrowed, was not in default. Since 1859 there has been up to this date distributed $1,737,522.47; and the moneys taken from the defaulting Municipalities and paid over to the non-borrowing and non-defaulting Municipalities amount to $157,976. To this extent the latter Municipalities have been compensated for contributions by general taxation towards the interest paid by the General Government out of the Public Exchequer on the several loans of the Municipalities in default. The fund yet to be collected and distributed is estimated at $1,000,000, and the share of this which will be withheld from the Municipalities indebted under the Loan Fund by reason of their default, and which will be merged in the General Fund and paid over to the other Municipalities will be about $100,000—further compensation to these latter Municipalities. This is the extent to which it was intended to compensate the other Municipalities by what was then and has since been regarded as the final legislation on this subject in 1859. Full compensation it certainly is not; and it is difficult to see how full or even partial compensation other than that provided by the Legislation of 1859 can be given. There are twenty-six Municipalities which have nothing to the credit of their sinking fund and whose interest is largely in arrear. These borrowed in the aggregate $5,925,400. The arrears of interest on the principal on the first day of January, 1871, amounted to $5,007,491.43. The proposition to forgive these Municipalities the greater part of their indebtedness, and then to make an equivalent or compensating grant to the remaining Municipalities, would involve a charge on the treasury of not less than $100,000,000! No suggestions as to how the indebtedness under the Loan Fund shall be dealt with are offered. These observations are thrown out for the purpose of inducing study and thought on a most important subject.

10. The following tables will explain themselves. Following the tables is each Municipality, taken alphabetically, and a short history is given of its loan with a brief statement of the leading facts connected with the Loan and the Municipality.

TABLE No. 1.

STATEMENT, showing Loans, and objects upon which Expended.

MUNICIPALITIES.	Total.	Railways in which invested.	Stock.	Loans.	Total.	Local Improvements.
	$ cts		$ cts.	$ cts.	$ cts.	$ cts.
City of Ottawa	200,000 00	Bytown and Prescott Railway		200,000 00		
Town of Prescott	100,000 00	Do do		100,000 00	300,000 00	
" Brockville	400,000 00	Brockville and Ottawa Railway		400,000 00		
Township of Elizabethtown	154,000 00	Do do		154,000 00		
U. C. Lanark and Renfrew	800,000 00	Do do		800,000 00	1,354,000 00	
Township of Bertie	40,000 00	Buffalo, Brantford and Goderich Railway	40,000 00			
" Brantford	50,000 00	Do do do	50,000 00			
Town of Brantford	500,000 00	Do do do	100,000 00	400,000 00		
Township of Canborough	8,000 00	Do do do	8,000 00			
U. C. Huron and Bruce	308,000 00	Do do do	300,000 00			8,000 00
Townships of Moulton and Sherbroke	20,000 00	Do do do	20,000 00			
Town of Paris	40,000 00	Do do do	40,000 00			
County of Perth	288,000 00	Do do do	200,000 00			88,000 00
Town of Stratford	100,000 00	Do do do		100,000 00		
Township of Wainfleet	20,000 00	Do do do	20,000 00		1,278,000 00	
Town of Cobourg	500,000 00	Cobourg and Peterboro' Railway	500,000 00		500,000 00	
Village of Chippewa	26,000 00	Erie and Ontario Railway	20,000 00			6,000 00
" Niagara	280,000 00	Do do	60,000 00	220,000 00	300,000 00	
Town of Guelph	80,000 00	Galt and Guelph Railway	80,000 00		80,000 00	
County of Elgin	80,000 00	London and Port Stanley Railway	80,000 00			
City of London	375,400 00	Do do do	200,000 00	175,400 00	455,400 00	
Town of St. Catharines	190,000 00	Port Dalhousie and Thorold Railway	100,000 00		100,000 00	90,000 00
Township of Hope	60,000 00	Peterboro' and Port Hope Railway, and Port Hope, Lindsay & Beaverton Railway	60,000 00			
" Ops	80,000 00	Do do do	80,000 00			
Town of Peterboro'	100,000 00	Do do do		100,000 00		
" Port Hope	860,000 00	Do do do	680,000 00		920,000 00	180,000 00
Township of Norwich	200,000 00	Woodstock and Lake Erie Railway and Harbour Company		200,000 00		
Town of Simcoe	100,000 00	Do do do		100,000 00		
Township of Windham	100,000 00	Do do do		100,000 00		
" Woodhouse	80,000 00	Do do do		80,000 00		
Town of Woodstock	100,000 00	Do do do		100,000 00	580,000 00	
" Barrie	12,000 00					12,000 00
" Belleville	20,000 00					20,000 00
" Chatham	100,000 00					100,000 00

Town of Cornwall	12,000 00					12,000 00
" Dundas	52,000 00					52,000 00
County of Essex	32,000 00					32,000 00
Town of Goderich	100,000 00					100,000 00
County of Grey	16,000 00					16,000 00
" Hastings	157,600 00					157,600 00
" Lambton	16,000 00					16,000 00
" Lincoln	48,000 00					48,000 00
" Middleton	5,000 00					5,000 00
U. C. Northumberland and Durham	460,000 00					460,000 00
County of Oxford	20,000 00					20,000 00
Township of Stanley	10,000 00					10,000 00
	7,300,000 00		2,633,000 00	3,229,400 00	5,807,400 00	1,432,600 00

TABLE No. 2.

STATEMENT, showing the condition of each Loan, the amount paid on account of Principal and Interest, and Interest the accrued, and amounts in arrear, on the 1st of January, 1871.

MUNICIPALITY.	Loans.	Cash Payments.	Ex-Clergy Reserve Fund.	Total Payments.	Amount Paid on Principal.	Balance of Principal Unpaid.	Amount accrued on Interest.	Amount paid on Interest.	Balances of Interest in arrear.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Bertie, Township of	40,000 00	46,732 01	748 52	47,480 53	10,399 34	29,600 66	37,081 19	37,081 19	....
Brantford, "	50,000 00	63,184 74	7,285 44	70,470 18	34,214 93	15,785 07	36,255 25	36,255 25	....
Do Town of	500,000 00	216,861 40	11,770 17	228,631 57	.....	500,000 00	541,951 21	228,631 57	313,319 64
Belleville, "	20,000 00	22,416 19	3,344 84	25,761 03	12,133 83	7,866 17	13,627 20	13,627 20	....
Brockville, "	400,000 00	43,559 48	3,744 60	47,304 08	.....	400,000 00	436,932 35	47,304 08	389,628 27
Barrie, "	12,000 00	10,363 08	157 52	10,520 60	.....	12,000 00	10,520 60	10,520 60	....
Bruce, County of	55,000 00	54,925 94	5,872 90	60,798 84	20,132 98	34,867 02	406,665 86	406,665 86	.....
Cobourg, Town of	500,000 00	51,995 97	9,902 96	61,898 93	.....	500,000 00	650,286 32	61,898 93	588,387 39
Chippawa, Village of	26,000 00	12,809 32	1,891 08	14,700 40	.....	26,000 00	26,787 70	14,700 40	12,087 30
Canboro', Township of	8,000 00	9,645 69	14 27	9,659 96	3,941 47	4,058 53	5,718 49	5,718 49	....
Cornwall, Town of	12,000 00	14,326 13	1,186 32	15,512 45	7,205 97	4,794 03	8,306 48	8,306 48	....
Chatham, "	100,000 00	48,833 70	1,400 36	50,234 06	.....	100,000 00	97,243 42	50,234 06	47,009 36
Dundas, "	52,000 00	4,410 75	3,667 65	8,078 40	....	52,000 00	57,209 94	8,078 40	49,131 54
Elgin, County of	80,000 00	107,025 86	....	107,025 86	54,963 54	25,036 46	52,062 32	52,062 32	....
Elizabethtown, Township of	154,000 00	17,007 61	5,383 07	22,390 68	.....	154,000 00	150,707 18	22,390 68	128,316 50
Essex, County of	32,000 00	32,499 51	1,395 54	33,895 05	12,791 69	19,208 31	21,103 36	21,103 36	....
Grey, "	16,000 00	22,519 13	656 84	23,175 97	12,639 00	3,361 00	10,536 97	10,536 97	....
Goderich, Town of	100,000 00	59,144 79	4,839 10	63,983 89	.....	100,000 00	100,803 73	63,983 89	36,819 84
Guelph, "	80,000 00	47,591 83	7,271 03	54,862 86	.....	80,000 00	64,615 84	54,862 86	9,752 98
Hope, Township of	60,000 00	14,315 01	7,225 38	21,540 39	.....	60,000 00	71,501 79	21,540 39	49,961 40
Huron, County of	253,000 00	333,377 92	27,015 34	360,393 26	183,811 55	69,188 45	176,581 71	176,581 71	....
Hastings, "	157,600 00	180,107 63	13,348 25	193,455 88	92,865 24	64,734 76	100,590 64	100,590 64	....
Lincoln, "	48,000 00	57,166 27	9,023 27	66,189 54	32,429 93	15,570 07	33,759 61	33,759 61	....
Lambton, "	16,000 00	21,219 55	....	21,219 55	10,451 52	5,548 48	10,768 03	10,768 03	....
London, City of	375,400 00	48,248 88	29,821 67	78,070 55	.....	375,400 00	412,608 20	78,070 55	334,537 65
Lanark and Renfrew, U. C.	800,000 00	103,999 27	90,669 11	194,068 38	.....	800,000 00	821,902 76	194,068 38	627,834 38
Moulton and Sherbroke	20,000 00	24,382 15	689 88	25,072 03	13,563 28	6,436 72	11,508 75	11,508 75	....
Middleton, Township of	5,000 00	4,285 83	636 52	4,922 35	2,540 46	2,459 54	2,381 89	2,381 89	....
Niagara, Town of	280,000 00	44,312 99	6,440 18	50,783 17	....	280,000 00	337,072 07	50,783 17	286,288 90
Northumberland and Durham, U. C.	460,000 00	390,104 39	74,128 53	464,232 92	122,343 14	337,656 86	341,889 78	341,889 78	....
Norwich, Township of	200,000 00	31,495 60	8,962 00	40,457 00	.....	200,000 00	243,419 47	40,557 00	202,962 47
Oxford, County of	20,000 00	21,344 17	1,603 56	25,947 73	12,347 58	7,652 42	13,600 15	13,600 15	....

Ottawa, City of	200,000 00	147,671 72	19,664 59	167,336 31	.....	200,000 00	222,990 57	167,336 31	55,654 26
Ops, Township of	80,000 00	15,824 37	5,631 89	21,456 26	.....	80,000 00	95,734 71	21,456 26	74,278 45
Port Hope, Town of	860,000 00	130,839 42	9,594 86	140,434 28	.....	860,000 00	1,045,012 84	140,434 28	904,578 56
Perth, County of	288,000 00	157,988 61	51,046 06	209,034 67	.....	288,000 00	301,291 17	209,034 67	92,256 50
Paris, Town of	40,000 00	56,028 00	1,311 40	57,339 40	28,455 28	11,544 72	28,884 12	28,884 12	.....
Prescott, "	100,000 00	11,736 44	5,748 38	17,484 82	.....	100,000 00	129,089 96	17,484 82	111,605 14
Peterboro', "	100,000 00	46,340 66	1,356 08	47,696 74	.....	100,000 00	79,879 32	47,696 74	32,182 58
St. Catharines, Town of	190,000 00	22,274 85	12,483 45	34,758 30	.....	190,000 00	223,285 73	34,758 30	188,527 43
Stanley, Township of	10,000 00	12,055 79	1,058 96	13,114 75	6,117 44	3,882 56	6,997 31	6,997 31	.....
Simcoe, Town of	100,000 00	10,636 52	3,262 49	13,899 01	.....	100,000 00	119,993 51	13,899 01	106,094 50
Stratford, "	100,000 00	30,249 19	2,283 92	32,533 11	.....	100,000 00	118,183 52	32,533 11	85,650 41
Windham, Township of	100,000 00	10,636 52	4,891 90	15,528 42	.....	100,000 00	118,765 35	15,528 42	103,236 93
Woodhouse, "	80,000 00	12,598 00	4,324 90	16,922 90	.....	80,000 00	96,851 22	16,922 90	79,928 32
Woodstock, Town of	100,000 00	15,484 50	6,800 81	22,285 31	.....	100,000 00	119,746 04	22,285 31	97,460 73
Wainfleet, Township of	20,000 00	28,083 56	481 62	28,565 18	14,559 05	5,440 95	14,006 13	14,006 13	.....
	7,300,000 00	2,871,690 34	469,437 21	3,341,127 55	687,907 22	6,612,092 78	8,026,711 76	3,019,220 33	5,007,491 43

TABLE No. 3.

STATEMENT shewing the condition of the Loan of the Municipalities having no Sinking Fund and in arrear in interest; the amount borrowed; the amount paid on account of Interest; and the amount in Arrear by each; and Total amount of Arrears.

MUNICIPALITY.	Amount of Loan.	Interest paid on Account.	Interest in Arrear.
	$ cts.	$ cts.	$ cts.
Brantford, Town of	500,000 00	228,631 57	313,319 64
Brockville, do	400,000 00	47,304 08	389,628 27
Cobourg do	500,000 00	61,898 93	588,387 39
Chippewa, Village of	26,000 00	14,700 40	12,087 30
Chatham, Town of	100,000 00	50,234 06	47,009 36
Dundas, do	52,000 00	8,078 40	49,131 54
Elizabethtown, Township of	154,000 00	22,390 68	128,316 50
Goderich, Town of	100,000 00	63,983 89	36,819 84
Guelph, do	80,000 00	54,862 86	9,752 98
Hope, Township of	60,000 00	21,540 39	49,961 40
London, City of	375,400 00	78,070 55	334,537 65
Lanark and Renfrew, U. C	800,000 00	194,068 38	627,834 38
Niagara, Town of	280,000 00	50,783 17	286,288 90
Norwich, Township of	200,000 00	40,457 00	202,962 47
Ottawa, City of	200,000 00	167,336 31	55,654 26
Ops, Township of	80,000 00	21,456 26	74,278 45
Port Hope, Town of	860,000 00	140,431 28	904,578 56
Perth, County of	288,000 00	209,034 67	92,256 50
Prescott, Town of	100,000 00	17,484 82	111,605 14
Peterboro', do	100,000 00	47,696 74	32,182 58
St. Catharines, Town of	190,000 00	34,758 30	188,527 43
Simcoe, do	100,000 00	13,899 01	106,094 50
Stratford, do	100,000 00	32,533 11	85,650 41
Windham, Township of	100,000 00	15,528 42	103,236 93
Woodhouse, do	80,000 00	16,922 90	79,928 32
Woodstock, do	100,000 00	22,285 31	97,460 73
	5,925,400 00	1,676,374 49	5,007,491 43

TABLE No. 4.

STATEMENT shewing the Assessed value of Property from 1864 to 1871, including the year 1858, in the Municipalities in which five cents in the dollar will not pay interest at 5 per cent., and Sinking Fund at 2 per cent., on Loans.

MUNICIPALITIES.	ANNUAL VALUE.								
	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1858.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Brantford, Town of	142,108 00	140,603 00	115,600 00	112,555 00	116,528 00	118,113 00	119,207 00	137,194 00	184,594 00
Brockville, do	71,643 00	76,683 00	68,680 00	68,862 00	63,674 00	63,149 00	63,840 00	74,280 00	103,190 00
Chatham, do	72,984 00	77,748 00	81,090 00	65,868 00	56,193 00	54,031 00	52,233 00	59,753 00	80,024 00
Chippawa, Village of	13,359 00	15,577 00	14,573 09	12,624 00	11,276 00	10,592 00	10,159 00	9,565 00	18,550 00
Cobourg, Town of	89,908 00	83,242 00	78,990 60	75,013 00	77,752 00	102,402 00	94,119 00	86,489 00	135,225 00
Dundas, do	57,390 00	57,137 00	55,064 00	55,630 00	47,083 00	43,128 00	40,267 00	40,066 00	85,722 00
Elizabethtown, Township of	43,665 00	45,121 00	46,552 00	46,481 00	45,599 00	49,598 00	52,295 00	52,350 00	57,775 00
Goderich, Town of	50,825 00	61,188 00	98,400 00	55,711 00	54,207 00	53,740 00	55,515 00	59,753 00	86,378 00
Guelph, do	114,996 00	116,777 00	116,337 00	89,145 00	93,173 00	90,435 00	87,819 00	93,311 00	107,674 00
Hope, Township of	53,399 00	50,398 00	49,008 00	47,896 00	49,011 00	49,663 00	50,750 00	51,564 00	61,681 00
Lanark, County of	224,061 00	203,046 00	213,857 00	213,490 00	213,809 00	237,617 00	239,954 00	209,414 00	169,558 00
London, City of	349,566 00	330,266 00	341,323 00	301,884 00	301,732 00	314,746 00	307,449 00	327,442 00	499,599 00
Niagara, Town of	26,390 00	27,436 00	27,229 00	19,382 00	15,859 00	16,558 00	16,810 00	16,735 00	48,266 00
Norwich N., Township of	46,224 00	46,566 00	46,103 00	45,792 00	46,720 00	54,808 00	55,559 00	53,647 00	.....
Norwich S., do	35,466 00	34,852 00	34,142 00	33,622 00	31,782 00	42,029 00	43,261 00	43,728 00	37,826 00
Ops, do	21,551 00	19,728 00	22,080 00	22,063 00	21,535 00	22,997 00	22,182 00	22,528 00	23,740 00
Peterboro', Town of	87,020 00	88,478 00	88,583 00	71,304 00	74,866 00	88,114 00	86,686 00	90,084 00	70,964 00
Port Hope, do	73,015 00	73,041 00	72,533 00	86,437 00	79,398 00	90,609 00	86,694 00	89,341 00	125,506 00
Prescott, do	43,941 00	41,856 00	41,814 00	36,912 00	32,512 00	32,848 00	32,848 00	33,949 00	47,560 00
Renfrew, County of	113,676 00	98,259 00	98,259 00	100,048 00	99,810 00	100,108 00	102,160 00	106,059 00	84,779 00
St. Catharines, Town of	170,142 00	168,616 00	171,065 00	147,397 00	142,452 00	135,780 00	147,852 00	158,475 00	171,047 00
Simcoe, do	25,535 00	26,806 00	25,269 00	26,859 00	28,411 00	30,601 00	24,911 00	29,899 00	.....
Stratford, do	42,585 00	42,919 00	45,506 00	48,028 00	45,931 00	48,096 00	50,805 00	54,867 00	58,943 00
Windham, Township of	44,376 00	43,248 00	43,995 00	46,533 00	45,281 00	44,113 00	45,774 00	48,565 00	44,234 00
Woodstock, Town of	46,651 00	46,917 00	49,431 00	51,319 00	51,373 00	52,011 00	50,851 00	54,267 00	77,834 00
Woodhouse, Township of	46,183 00	46,244 00	46,382 00	46,114 00	46,276 00	48,417 00	50,142 00	50,244 00	54,312 00

TOWNSHIP OF BERTIE.

This township, in 1853, borrowed under the Municipal Loan Fund $40,000, which it invested in the stock of the Buffalo, Brantford and Goderich Railway Company, which proved worthless, and was wiped out in the Act incorporating the Buffalo and Lake Huron Railway Company, the successors of the Buffalo, Brantford and Goderich Railway Company. The annual assessable property in 1858 amounted to $39,525.60, producing by five cents in the dollar, $1,976.28. The annual payment required at 5 per cent. interest and 2 per cent. sinking fund would be $2,800. This township is rapidly paying off its indebtedness. It has paid up its interest, and has $10,399.24 to the credit of its sinking fund. It has paid for principal and interest, $47,480.53, up to the first of July, 1871. The following is a detailed statement of its payments, with dates :—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
3rd January, 1854	2,264 30	
13th February, 1854	2 00	
10th July, 1854	400 00	
2nd September, 1854	1,200 00	
14th February, 1855	1,600 00	
21st May, 1855	48 80	
27th July, 1855	1,600 00	
14th January, 1856	1,600 00	
24th October, 1856	1,600 00	
30th December, 1856	1,605 48	
8th August, 1857	1,600 00	
31st December, 1857	6 82	
20th July, 1858		568 56
27th July, 1859		179 96
5th December, 1859	2,000 00	
28th November, 1860	1,800 00	
22nd December, 1860	204 61	
28th November, 1861	2,000 00	
31st December, 1862	2,000 00	
12th November, 1863	2,000 00	
17th December, 1864	2,000 00	
18th November, 1865	2,000 00	
18th December, 1866	3,200 00	
17th December, 1867	3,200 00	
19th November, 1868	3,200 00	
11th December, 1869	3,200 00	
30th January, 1870	3,200 00	
13th December, 1870	3,200 00	
Cash	46,732 01	748 52
Ex Clergy Reserve	748 52	
Total	47,480 53	

TOWNSHIP OF BRANTFORD.

This township, in 1853, borrowed under the Municipal Loan Fund $50,000, which it invested in the stock of the Buffalo, Brantford and Goderich Railway Company, which proved worthless, and was wiped out by the Act incorporating the Buffalo and Lake Huron Railway Company, the successors of the Buffalo, Brantford and Goderich Railway Company. Five cents in the dollar on the assessed annual value of its property in 1858, would more than pay 5 per cent. interest, and 2 per cent. sinking fund on the loan. Its total pay-

ments amount to $70,470.18, and it has to the credit of its sinking fund $34,214.93. The following is a statement in detail of its payments, with dates, up to the first of January, 1871 :—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
29th December, 1853	2,832 87	
17th July, 1854	500 00	
2nd September, 1854	1,500 00	
14th February, 1855	2,000 00	
22nd August, 1855	2,000 00	
4th January, 1856	2,000 00	
21st October, 1856		2,067 25
18th February, 1857	2,000 00	
16th June, 1857		8 52
4th July, 1857	2,000 00	
30th September, 1858		1,316 52
27th July, 1859		420 20
6th December, 1859	6,619 00	
26th December, 1860	6,294 00	
31st December, 1861	1,641 00	
4th July, 1861		1,089 92
4th August, 1862		2,383 03
23rd December, 1862	3,000 00	
16th January, 1863	63 92	
18th August, 1863	688 80	
6th January, 1864	3,312 00	
16th January, 1865	3,521 62	
16th February, 1866	3,500 00	
17th January, 1867	3,500 00	
20th February, 1867	478 38	
29th July, 1867	1,500 00	
22nd August, 1867	650 70	
19th November, 1867	1,500 00	
7th September, 1869	640 05	
16th December, 1869	4,592 00	
21st December, 1870	6,850 40	
Cash	63,184 74	7,285 44
Ex Clergy Reserve	7,285 44	
Total	70,470 18	

THE TOWN OF BRANTFORD.

This town effected two loans under the Municipal Loan Fund Act. The first in 1853 ($100,000) was invested in the stock of the Buffalo, Brantford and Goderich Railway Company, now the Buffalo and Lake Huron Railway Company. The stock proved to be utterly worthless, and was finally extinguished on the re-organization of the former Company, under the name of the Buffalo and Lake Huron Railway Company. Of the second loan, effected in 1854, for $400,000, $360,000 were advanced to the Buffalo, Brantford and Goderich Railway Company, on the security of its bonds—the Balance being left in the hands of the Receiver General to apply on account of the interest and sinking fund on the loan. Up to July, 1856, the town kept up the payment of its interest on the full sum of $500,000. In July, 1859, the interest had fallen into arrear some $37,000. From that period, availing itself of the Act 22 Vic., cap. 15, the town has reduced its payment on account of these loans to the annual sum of $9,229.70, being at the rate of five cents in the dollar, on the assessment of 1858, no subsequent assessment exceeding that of that year. The following is a return which has been rendered, in reply to letters addressed to the mayor and treasurer of the town, calling for a statement shewing what bonds or other

securities had been taken from the Railway Company for the loans—and what had been received for principal or interest on account of such securities.

By proceeds of sale of bonds, at 65 per cent		$321,186 85
To paid, and in course of payment, Grand River Navigation Debentures, repairs and interest	$164,827 62	
Great Western Railway, bonus on Harrisburg Railway...	75,000 00	
Grand Trunk Railway, for workshops at Brantford	32,500 00	
Balance in Treasurer's hands, November, 1871	48,859 23	
	$321,186 85	$321,186 85

The total loans were $500,000 ; the total payments are $228,613.57 ; the arrears of interest are $313,319.64. The annual value of the assessment for 1871 is $137,194 ; that of 1858, $184,594. At 7 per cent. on loan for interest and sinking fund, the annual payment would be $35,000. Five cents in the dollar on the assessment of 1858 (being greater than that of 1871), makes the annual payment $9,229.70, which the town has punctually paid since the Relief Act of 1859. The following is a detailed statement of payments, with dates, to the first of January, 1871 :—

Date.	Cash Payments.	Ex Clergy Reserve.
	$ cts.	$ cts.
23rd December, 1853	5,665 75	
2nd September, 1854	3,000 00	
8th January, 1855	1,000 00	
19th September, 1855	35 923 28	
15th January, 1856	20,415 27	
1st October, 1856		6,441 50
17th January, 1857	8,332 80	
3rd June, 1857	7,492 37	2,727 23
14th July 1857	7,609 47	
30th September, 1858		1,956 84
9th December, 1858	13,974 06	
31st December, 1858	2,692 00	
27th July, 1859		644 60
1st December, 1859	9,148 00	
7th January, 1860	81 70	
1st December, 1860	9,229 70	
2nd December, 1861	9,229 70	
2nd December, 1862	9,229 70	
6th February, 1864	9,322 00	
5th December, 1864	9,137 40	
6th December, 1865	9,229 70	
2nd January, 1867	9,229 70	
30th December, 1868	9,229 70	
31st December, 1869	9,229 70	
20th June, 1870	9,229 70	
20th December, 1870	9,229 70	
Cash	216,861 40	11,770 17
Ex Clergy Reserve	11,770 17	
Total	228,631 57	

TOWN OF BELLEVILLE.

In 1854 Belleville borrowed under the Municipal Loan Fund $20,000, which it expended in local improvements. The assessed value of its property in 1858 was $151,999.47. The annual value in 1871 was $160,187.20 ; the actual value being, $2,669,786.78. Of

course, five cents in the dollar on the assessment of 1858 will yield much more than enough to provide for five per cent. interest and 2 per cent. sinking fund. The total payments amount to $25,791.03. It has to the credit of its sinking fund $12,133.83. The following is a detailed statement of its payments, with dates, to the first January, 1871 :—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
19th February, 1855	1187 93	
3d March, 1856	1600 00	
14th October, 1856		847 20
23rd July, 1857		815 42
22nd July, 1858		1682 22
3rd June, 1859	1654 56	
7th February, 1860	1665 33	
24th January, 1861	1600 00	
16th April, 1861	36 67	
31st December, 1861	1630 00	
4th February, 1863	1630 00	
22nd January, 1864	1628 00	
10th June, 1865	1640 00	
1st March, 1866	1635 00	
24th December, 1866	1629 00	
28th December, 1867	1630 00	
31st January, 1869	1625 00	
28th December, 1869	1625 00	
Cash	$22,416 19	$344 84
Ex Clergy Reserve	3,344 84	
Total	$25,761 03	

TOWN OF BROCKVILLE.

In 1854 this town borrowed $97,333.33, under the Municipal Loan Fund, on which, assisted by the Brockville and Ottawa Railway Company, it kept up the payment of interest until July, 1856, when the loan was increased to $400,000, the whole being advanced to the Railway Company, and secured by a first mortgage, held jointly with the united counties of Lanark and Renfrew, and the township of Elizabethtown, on the railway. From this period the town fell rapidly into arrear, until, in June, 1859, it had accumulated a debt, for interest and contingency, of upwards of $69,000.

It appears that, in accordance with the requirements of the Government of the late Province of Canada, the town deposited $40,000 of its debentures in the Bank of Upper Canada, to assist in making up the payment of five cents in the dollar. These debentures are not in the charge of the Government of Ontario.

The Treasurer of the town states in reply to an enquiry addressed to him, that the town of Brockville has no other security but the mortgage above mentioned. The mortgagors have failed to fulfil the covenants of the mortgage for the repayment of the principal and interest, and the municipalities interested have not enforced their claims.

As has been stated, the total loan is $400,000. The total payments are $47,304.08. The annual value of the assessed property in 1858 was $103,180.57; that of 1871, $74,280. Five cents in the dollar on the assessment of 1858 produces $5,159.53. The annual payment for five per cent. interest and two per cent sinking fund would be $28,000. The total arrears of interest are $389,628.27. The following is a detailed statement of he rate of taxation for the years 1862-3-4, and 1869-70-71 :—

On annual value.		On actual value.		On annual value.
1862 - -	12½	1869 - -	1 - -	16⅔
1863 - -	18	1870 - -	1 1/10 - -	18½
1864 - -	17½	1871 - -	1 1/10 - -	18⅓

The following is a statement in detail of the payments, with dates, to 1st Jan., 1871 :—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
2nd January, 1855	4410 67	
3rd January, 1855	1456 60	
7th April, 1856	7864 73	
10th July, 1856	3893 33	
31st December, 1857		1750 88
30th September, 1858		1509 72
27th July, 1859		484 00
11th November, 1859	4799 74	
6th February, 1860	484 00	
4th December, 1860	5172 42	
25th April, 1862	5159 53	
31st December, 1862	5159 53	
23rd September, 1865	5159 53	
Cash	$43559 48	$3744 60
Ex Clergy Reserve	3744 60	
Total	$47304 08	

THE TOWN OF BARRIE.

In May, 1855, Barrie borrowed the sum of $12,000, which was expended in local improvements. The indebtedness of the town to the Municipal Loan Fund is unchanged. It has no sinking fund to its credit, but is not in arrear with its interest. Five cents on the dollar on the assessment of 1858 would produce $876, more than 5 per cent interest, and 2 per cent. sinking fund on loan. But hitherto the town has only paid the interest on the capital. The total payments made by Barrie amount to $10,520.60. The following is a detailed statement of payments with dates, to the first of January, 1871 :—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
30th January, 1856	623 33	
25th June, 1856	481 65	
26th January, 1857	480 00	
2nd July, 1857	482 07	
12th April, 1858	480 00	
25th August, 1858	485 15	
27th July, 1859		157 52
11th March, 1861	880 25	
4th July, 1863	886 29	
2nd September, 1864	905 24	
9th February, 1865	942 45	
27th December, 1869	2730 72	
27th December, 1870	985 93	
Cash	$10,363 08	$157 52
Ex Clergy Reserve	157 52	
Total	$10,520 60	

THE COUNTY OF BRUCE.

In 1853 the United Counties of Huron and Bruce obtained a loan under the Municipal Loan Fund of $500,000, which was invested in the stock of the Buffalo, Brantford and Goderich Railway Company. In 1854 a further sum of $8,000 was borrowed for local improvements. Considerable sums were paid in from time to time by these United Counties in excess of their interest, until the period of their separation in 1867.

On the 1st July in that year there stood at credit of their Joint Sinking Fund the sum of $139,787.04. This amount was then divided, and $114,325.05 was the portion allotted to Huron and $24,961.99 to Bruce. The loan was also divided, $253,000 being charged to Huron and $55,000 to Bruce.

Since the separation and division Bruce has paid nothing, and its Sinking Fund being charged semi-annually with the amount due on interest account has been reduced to $20,132.98. The stock of the Company proved worthless, and was wiped out by the Act incorporating the Buffalo and Lake Huron Railway Company, the successors of the old Company.

The principal of the debt as above stated is $55,000, and there is $20,132.98 to the credi of the Sinking Fund. Bruce should pay annually for interest and Sinking Fund at five per cent. interest and two per cent. Sinking Fund $3,850. Five cents in the dollar on the annual value of the assessment of 1871 would much more than do this.

THE TOWN OF COBOURG.

This town in 1853 obtained a loan under the Municipal Loan Fund of $300,000, which was increased in 1854 to $400,000, and in 1855 to $500,000. The whole was appropriated to the construction of the Cobourg and Peterboro Railway.

The following are the payments credited to the town on account of interest.

1853.	Premium on sale of debentures	$ 150 09
1854.	Cash	26,323 28
1856.	Ex Clergy Reserves	5,920 62
1857.	Cash, $12,000 ; ex Clergy Reserves, $1,847.48	13,847 48
1858.	Ex Clergy Reserve	1,709 82
1859.	" "	425 04
1860.	Cash	10,761 30
1861.	"	2,761 30
	Total	$61,898 93

On the 1st July, 1861, the arrears of interest and contingency had accumulated to $193,831.43.

The following brief summary of the prospects of the town in regard to its investment in the Cobourg and Peterboro Railway may be made :

After the road was constructed a rival line was built by the extension of the Port Hope, Lindsay and Beaverton Railway, from Millbrooke to Peterboro. The means for defraying the cost of this branch were mainly supplied through the Municipal Loan Fund, notwithstanding the strong representations made by the people of Cobourg as to the ruinous consequences of this work upon their own investment. The Cobourg and Peterboro Railway has not been run for the last eleven or twelve years. Its affairs have long been in Chancery. The Rice Lake Bridge is a perfect ruin. The rolling stock and iron have been removed ; and the town has not derived, and is not likely to derive, any revenue whatever from its investment.

Mr. Brodie, the treasurer, says :—"The Town Council assessed for two years one shilling in the pound on the assessed value of 1858, and remitted the same to the Receiver General, but after the rival road was built, which cut off the Peterboro trade, and after the destruction of Rice Lake Bridge, the Corporation was unable to continue the assessment."

With regard to security the treasurer adds:—"The only bond or security the Corporation holds is deferred stock in the C. P. and Marmora Railway and Mining Company to the extent of $120,000, the value of which we cannot estimate at present. It seems to us valueless. It gives our Mayor a seat at the Railway Board, and that seems its only value."

The total loans, as has been stated, amount to $500,000. The total payments to $61,898.93. The arrears of interest are $588,387.39. The annual value of the assessment for 1871, $86,489; that for 1858, $135,225. The annual payment for interest at five per cent. and sinking fund at two per cent. would be $35,000. The annual payment of five cents in the dollar on the assessment for 1858 would be $6,761.30.

Rate of taxation for the years 1862–3–4 and 1869–70–71.

On annual value.		On actual value.		On annual value.
1862 - -	14½	1869 - -	1¼ - -	20.83
1863 - -	18¾	1870 - -	1½ - -	25.
1864 - -	25	1871 - -	1¾ - -	29.16

The following is a detailed statement of the payments:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
31st December, 1853	150 09	
6th February, 1854	12131 50	
29th February, 1854	8000 00	
17th October, 1854	6191 78	
11th November, 1856		5920 62
5th February, 1857	8000 00	
3rd November, 1857	4000 00	
31st December, 1857		1847 48
10th July, 1858		1709 82
27th July, 1859		425 04
6th February, 1860	5650 00	
14th February, 1860	1111 30	
31st December, 1860	4000 00	
26th February, 1861	2761 30	
Cash	$51,995 97	$9902 96
Ex Clergy Reserve	9,902 96	
Total	$61,898 93	

THE VILLAGE OF CHIPPAWA.

In June, 1853, Chippawa borrowed the sum of $26,000, $20,000 of which was invested in the Erie and Ontario Railway Company, and became an entire loss. The balance, $6,000, was expended on the "Chippawa Cut," which unites the Niagara and Welland rivers.

For four and a half years from June, 1853, to January, 1858, the interest on the whole loan was kept paid up. The village then fell into arrear, but with the assistance of a portion of the tolls levied on the "Chippawa Cut," and authorized by Order in Council, dated 10th June, 1859, to be paid over to the Municipality (Public Acts, 1860, part 1, page 188), it made its payments of five cents in the dollar for the years from 1859 to 1866 inclusive. The allowance to the village taken out of the canal tolls commenced in 1859, and appears to have been discontinued in 1865, (the last entry traceable being in the Public Accounts of 1865, part 1, page 178), and the payment of five cents in the dollar ceased with the year 1866. Only one later payment having been made of $635 in June, 1868.

As has been stated, the original loan was $26,000. The total payments are $14,700.40. The arrears of interest are $12,087.30. The assessed value of the property in 1871, $9,565, against $18,550 in 1858. To meet 5 per cent. interest and 2 per cent. sinking fund, the annual payment should be $1,820. Five cents in the dollar on the assessment of 1858 produces $927.50. The following is a detailed statement of payments, with dates to the 1st January, 1871.

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
31st December, 1853	10 32	
7th January, 1854	1,120 00	
6th October, 1864	800 00	
14th February, 1855	800 00	
26th January, 1856	800 00	
4th March, 1856	400 00	
10th March, 1856	400 00	
28th March, 1856	18 00	
14th October, 1856		824 40
6th July, 1857	406 00	558 90
30th September, 1858		385 02
27th July, 1859		122 76
1st February, 1860	675 00	
19th April, 1860	252 50	
31st December, 1860	750 00	
3rd January, 1861	177 50	
3rd April, 1862	674 81	
5th May, 1862	259 22	
20th February, 1863	920 97	
21st November, 1863	927 50	
17th December, 1864	927 50	
13th April, 1865	927 50	
28th November, 1866	927 50	
6th June, 1868	635 00	
Cash	12,809 32	891 08
Ex Clergy Reserve	1,891 08	
Total	14,700 40	

TOWNSHIP OF CANBORO.

This township borrowed in 1853 $8,000, which it invested in the stock of the Buffalo, Brantford and Goderich Railway Company. It became an entire loss, as the stock was extinguished by the Act incorporating the Buffalo and Lake Huron Railway Company, the successors of the former Company. The actual assessed value of its property in 1858 was $218,256; its annual value $13,095.36, five cents in the dollar on which would produce $654.76 more than enough to pay interest at five per cent., and sinking fund at two per cent. on loan, which would be $560. Its assessment in 1871 had increased to $238,946 actual value, and $13,976.76 annual value. Its total payments amount to $9,659.96, and it has to the credit of its sinking fund $3,941.47. The following is a detailed statement of payments:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
13th January, 1854	453 25	
2nd August, 1854	80 00	
2nd September, 1854	240 00	
4th June, 1855	320 00	
22nd December, 1855	640 00	
12th August, 1856	320 00	
30th October, 1856	4 10	
19th January, 1857	320 00	
6th June, 1857		12 23
27th January, 1858	320 00	
1st June, 1858	340 00	
17th September, 1858	320 00	
24th September, 1858		2 04
5th February, 1859	325 00	
14th July, 1859	320 00	
31st December, 1859	321 92	
10th August, 1860	321 88	
14th February, 1861	320 00	
20th September, 1861	320 00	
8th February, 1862	320 00	
22nd August, 1862	320 00	
14th February, 1863	320 00	
26th December, 1863	640 00	
10th January, 1865	320 00	
8th February, 1865	359 54	
26th September, 1865	223 00	
18th January, 1866	417 00	
23rd February, 1867	320 00	
2nd September, 1867	200 00	
30th December, 1867	320 00	
30th January, 1868	200 00	
14th January, 1869	200 00	
12th February, 1869	200 00	
Cash	9,645 69	14 27
Ex Clergy Reserve	14 27	
Total	9,659 96	

TOWN OF CORNWALL.

This Town borrowed under the Municipal Loan Fund in 1854 $12,000, which it laid out in local improvements. Five cents in the dollar on the assessment of 1858 would more than provide the interest at 5 per cent. and Sinking Fund at 2 per cent. on Loan. The assessed value of its property in 1858 and the subsequent years to date is not known. Its total payments amount to $15,512.45, and it has to the credit of its Sinking Fund $7,205.97. The last payment was made in December, 1869. The following is a detailed statement of payments:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
16th October, 1854	326 13	
6th March, 1855	480 00	
10th March, 1856	960 00	
12th March, 1857	508 18	
3rd June, 1857		480 00
6th July, 1858		549 24
9th July, 1858	437 29	
27th July, 1859		157 08
20th December, 1859	802 92	
11th June, 1860	933 47	
2nd April, 1861	737 84	
16th August, 1861	90 80	
4th January, 1862	1,313 55	
9th January, 1863	960 00	
2nd January, 1864	960 00	
6th February, 1865	1,015 95	
23rd February, 1866	960 00	
22nd December, 1866	500 00	
3rd January, 1867	460 00	
31st December, 1867	960 00	
4th January, 1869	960 00	
28th December, 1869	960 00	
Cash	14,326 13	1,186 32
Ex Clergy Reserve	1,186 82	
Total.	15,512 45	

THE TOWN OF CHATHAM.

In June, 1855, Chatham borrowed $100,000 under the Municipal Loan Fund, which, according to the provisions of the By-law, was to be applied to the payment of stock in the St. Clair and Rondeau Plank Road and the Chatham and Camden Plank Road Companies, to the macadamizing of roads and drainage of the Town and the construction of Gas and Water Works. The latter have not been constructed.

It appears that none of the investments made have produced any revenue, with the exception of the St. Clair and Rondeau Plank Road Company, which sometimes paid a dividend of between two and three per cent, and Mr. Weir, the Treasurer, in a letter of the 6th July, 1871, states "that the whole revenues derived from the plank roads up to 1864 amounted to $5,087.65, which were applied to general town purposes. Since 1864 no dividends have been paid, the roads taking all the revenues to keep them in repair."

For two years previous to June, 1857, the town kept up the payment of its interest. For the two following years its payments consisted simply of its credits, ex-Clergy Reserves, amounting to $1,400.36. In December, 1859, the town commenced to pay on the reduced scale of five cents on the dollar ($4,001.23), which it continued, with the exception of the year 1861, to the 1st January, 1869; since which it has paid nothing. The total loan, as has been stated, was $100,000. The total payments $50,234.06. The arrears of interest are $47,009.36. The annual value of the assessed property for 1871 is $59,733. That for 1858, $80,014. The annual payment of 5 per cent. interest, and 2 per cent. Sinking Fund would be $7,000. Five cents in the dollar on the assessment of 1858 would produce $4,001.23.

The following is a detailed statement of payments, with dates to the 1st January, 1871:—

Date.	Cash payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
22nd January, 1856	4328 77	
2nd July, 1856	4013 72	
31st December, 1856	4000 00	
6th June, 1857		17 02
6th July, 1858		1011 90
27th July, 1859		341 44
6th December, 1859	4241 30	
28th January, 1861	4241 30	
26th December, 1862	4001 23	
31st December, 1863	1000 00	
24th March, 1864	3001 23	
19th January, 1865	4001 23	
7th February, 1866	4001 23	
10th December, 1866	4001 23	
16th January, 1868	4001 23	
18th December, 1868	4001 23	
Cash	$48,833 70	$1400 36
Ex Clergy Reserve	1,400 36	
Total	$50,234 06	

THE TOWN OF DUNDAS.

In reply to a communication addressed to the treasurer of the town calling for a return shewing the application of the loan of $52,000, borrowed under the Municipal Loan Fund, and a statement of any moneys received or securities held on account of such loan, the following report has been sent in by the treasurer:—

"The money received by the Corporation of the Town of Dundas, from the Municipal Loan Fund, was so received on or about January 1st, 1856, and was paid over entirely by the Corporation of the Town of Dundas to the Desjardins Canal Company, under the authority of 16 Vict., chap. 54.

"Such money was expended by the Desjardins Canal Company in assisting the Great Western Railway Company in the construction of their railway, by altering the course of the Desjardins Canal and making the cut at Burlington Heights.

"The result of such expenditure has been a financial loss to the Desjardins Canal Company.

The Corporation of the Town of Dundas, as a security for such loan, took a mortgage on the works and property of said Desjardins Canal Company, and nothing has been received by the Crown or the Corporation on account of such mortgage security, except the payment to the Government of over six thousand two hundred dollars for interest on said loan.

"Nothing further is likely to be received from such security; on the contrary, the Corporation of the Town of Dundas is now in advance to the Desjardins Canal Company, for the purpose of keeping the canal open, in the sum of twenty-three thousand dollars, and further expenditure is now being made on that account."

The loan, as has been stated, was $52,000. The total payments to date are $8,078.40. Its assessable property in 1858 was $85,722.72 annual value. In 1871 the actual assessable value was $667,779, its annual value $40,066.74. Five cents in the dollar on the assessment of 1858 would produce $4,286.13, more than enough to pay 5 per cent. interest and 2 per cent. sinking fund on the loan. But it will be observed that the rateable value of the property in the town has diminished over one-half. The total arrears now amount to $49,131.54.

Rate of taxation compared between the years 1862–3–4 and 1869–70–71.

On annual value on the dollar.			On actual value.			On annual value.		
1862	- -	31c	1869	- -	2½	- -	41⅔	
1863	- -	30	1870	- -	2	- -	33⅓	
1864	- -	30	1871	- -	2½	- -	41⅔	

The following is a statement of the payments in detail, with dates:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
29th December, 1855	1003 02	
31st December, 1855	1327 73	
10th October, 1856		2087 10
19th March, 1857	2080 00	
4th June, 1857		8 85
30th September, 1858		1235 10
27th July, 1859		336 60
Cash	$4410 75	3667 65
Ex Clergy Reserves	3667 65	
Total	$8078 40	

COUNTY OF ELGIN.

In 1854 this County borrowed under the Municipal Loan Fund $80,000, and invested the same in the London and Port Stanley Railway. The investment, in so far as can be ascertained, has proved entirely unremunerative. The total payments to January, 1871, amount to $107,025.86, and it has to credit of its sinking fund $54,963.54. The assessed value of its property in 1858, $5,378,588 actual value. Its annual value, $322,715.22. In 1871 the actual value of its assessable property was $7,514,091, and its annual value $450,845.46. It will be seen that five cents in the dollar on the annual value of its property would far exceed both interest and sinking fund. The following is a statement of its payments in detail, with dates to the 1st January, 1871 :—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	
15th February, 1855	4260 82	
27th August, 1855	3200 00	
28th August, 1856	3200 00	
13th October, 1856	3200 00	
8th July, 1857	6400 00	
2nd October, 1857	194 47	
2nd July, 1858	6530 72	
26th February, 1859	3210 12	
1st July, 1859	3200 00	
31st December, 1859	3229 73	
4th July, 1860	3200 00	
31st December, 1860	3200 00	
4th July, 1861	3200 00	
31st December, 1861	3200 00	
30th June, 1862	3200 00	
30th December, 1862	3200 00	
1st July, 1863	3200 00	
31st December, 1863	3200 00	
1st July, 1864	3200 00	
31st Decembea, 1864	3200 00	
28th June, 1865	3200 00	
2nd January, 1866	3200 00	
28th June, 1866	3200 00	
29th December, 1866	3200 00	
2nd July, 1867	3200 00	
31st December, 1867	3200 00	
30th June, 1868	3200 00	
30th December, 1868	3200 00	
28th June, 1869	3200 00	
21st December, 1869	3200 00	
24th June, 1870	3200 00	
21st December, 1870	3200 00	
	$107,025 86	

TOWNSHIP OF ELIZABETHTOWN.

In 1854 this township borrowed $48,666.87, which was increased in January, 1858, to $154,000. The whole was loaned to the Brockville and Ottawa Railway, and secured by a first mortgage on the railway, held jointly with the U. C. of Lanark and Renfrew, and the Town of Brockville.

By the Act 23 Vict., chap. 109, the liability of the Company under the mortgage to these Municipalities was reduced to five cents in the dollar of their respective assessments payable by the Municipalities to the Government. The Municipalities, themselves, however, are not relieved of their liabilities to the Government. The total payments on account of the Municipality of Elizabethtown to the Government are as follows:—

By the Brockville and Ottawa Railway	$ 5,901 33
By Treasurer, through the Sheriff	11,106 28
Ex Clergy Reserves	5,383 07
Total	$22,390 68

The last payment received from the Municipality was in 1866, through the Sheriff.

In addition to the amount paid as above by the Railway Company to the Government, the Railway Company has paid to the Municipality in various sums the aggregate amount of $5,768.80; of this amount $1,705.86 has been paid in half-yearly payments of $189.54 for the years 1867 to July, 1871, inclusive; and it would appear that it is intended to continue these semi-annual payments regularly.

The Treasurer of the Municipality gives the following explanation of these repayments:—

"The total amount received from the Brockville and Ottawa Railway Company is $5,768.80. These moneys have been paid by the Railway Company in repayment of the money paid heretofore by the Municipality of Elizabethtown to the Government out of the moneys heretofore collected by the Government from the Municipality through the Sheriff and Clergy Reserves. The amounts thus refunded by the Railway Company are appropriated to Township purposes, according to the particular fund to which they belong. The Clergy Reserve money is applied to school purposes, the balance to ordinary Township purposes."

The annual value of the taxable property in 1858 amounted to $57,775. The annual value of the same in 1871 was $52,350. Five cents in the dollar on the assessment of 1858 would produce $2,888.75, while the interest at 5 per cent. and sinking fund at 2 per cent. on $154,000 would require an annual payment of $10,780. Its last payment was made through the Sheriff in 1866. The interest in arrear on the 1st of January, 1871, was $128,316.50. The following is a statement of the payments in detail, with dates:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
2nd January, 1855	2205 33	
3rd January, 1855	728 00	
7th April, 1856	3932 37	
24th November, 1856		2238 23
31st December, 1857		1566 30
30th September, 1858		1179 90
27th July, 1859		398 64
26th November, 1859	2489 71	
31st December, 1859	456 62	
28th December, 1860	2000 00	
12th January, 1861	968 00	
24th March, 1865	2123 99	
27th March, 1866	2103 59	
Cash	$17,007 61	$5383 07
Ex Clergy Reserves	5383 07	
Total	$22,390 68	

COUNTY OF ESSEX.

This County in 1865, borrowed, under the Municipal Loan Fund, $32,000, which it devoted to local improvements. The total payments made on account of loan amount to $33,895.05, and it has to the credit of its sinking fund $12,791.69. The actual value of its assessable property in 1858, was $2,824,000, and its annual value $169,440. In 1871, actual value $5,356,000, annual value $321,360. It is scarcely worth while to say that five cents in the dollar is far more than is required for the annual payment of interest at 5 per cent., and sinking fund at 2 per cent. on the loan. The last payment was made in 1870. The following is a statement of the payments in detail with dates :—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
7th January, 1856	1690 30	
10th July, 1856	1280 60	
5th March, 1857	1280 00	
30th June, 1858	2569 85	
6th July, 1858		400 67
7th July, 1858		488 86
10th July, 1858		135 05
13th July, 1858		78 12
21st July, 1858		100 10
23rd September, 1858		192 74
3rd May, 1859	1286 36	
31st December, 1859	2060 00	
10th January, 1860	100 00	
18th January, 1860	200 00	
21st January, 1860	285 58	
19th July, 1860	1280 00	
8th August, 1860	43 22	
17th January, 1861	1280 00	
1st August, 1861	1280 00	
16th January, 1862	1280 00	
14th August, 1862	1280 00	
4th February, 1863	772 80	
8th April, 1863	443 20	
28th July, 1863	594 16	
8th October, 1863	749 84	
15th April, 1864	700 00	
8th August, 1864	580 00	
2nd November, 1864	640 00	
16th February, 1865	640 00	
13th May, 1865	1442 14	
30th May, 1865	800 00	
17th July, 1865	480 00	
22nd February, 1866	907 55	
28th April, 1866	372 45	
19th August, 1866	831 97	
31st January, 1867	782 29	
19th July, 1867	921 17	
18th May, 1869	1291 59	
24th January, 1870	719 26	
30th June, 1870	1094 92	
28th September, 1870	600 86	
Cash	$32,499 51	$1395 54
Ex Clergy Reserves	1,395 54	
Total	$33,895 05	

COUNTY OF GRAY.

This County in 1853, borrowed, under the Municipal Loan Fund, $16,000, and expended the same in local improvements. The total payments made on account of the loan to 1st January, 1871, amount to $23,175.97, and it has to the credit of its

sinking fund $12,639. Its assessable property in 1858 amounted to $5,060,000 actual value, annual value to $303,600. In 1871, actual value $5,851,000, annual value $351,060. It is not worth while to say anything about five cents in the dollar on the assessment of either 1858 or 1871. The following is a statement of the payments in detail with dates up to the 1st of January, 1871 :—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
27th December, 1853	734 68	
22nd May, 1854	640 00	
9th December, 1854	640 00	
18th May, 1855	659 52	
31st December, 1855	640 00	
14th April, 1856	642 20	
24th December, 1856	640 00	
1st September, 1857	642 73	
3rd April, 1858	640 00	
6th July, 1858		37 84
7th July, 1858		82 47
10th July, 1858		108 36
13th July, 1858		55 44
17th July, 1858		220 25
24th July, 1858		83 12
11th August, 1858		21 03
19th August, 1858		48 33
4th January, 1859	640 00	
3rd June, 1859	1440 00	
30th June, 1860	480 00	
26th December, 1860	640 00	
6th July, 1861	640 00	
31st December, 1861	640 00	
28th June, 1862	640 00	
24th December, 1862	640 00	
25th June, 1863	640 00	
20th April, 1864	640 00	
21st June, 1864	640 00	
5th January, 1865	640 00	
3rd August, 1865	640 00	
2nd January, 1866	640 00	
2nd July, 1866	640 00	
6th December, 1866	640 00	
21st June, 1867	640 00	
5th December, 1867	640 00	
6th June, 1868	640 00	
17th December, 1868	640 00	
9th December, 1869	1280 00	
16th June, 1869	640 00	
1st January, 1869	640 00	
1st December, 1869	640 00	
Cash	$22,519 13	$656 84
Ex Clergy Reserves	656 84	
Total	$23,175 97	

THE TOWN OF GODERICH.

In 1854, this town borrowed $100,000 for the purpose of assisting in the construction of the Buffalo, Brantford and Goderich Railway, but some difficulty having sprung up between the town and the Railway Company its destination was changed, and $40,000 were expended in improving the harbour and the streets of the town, and the erection of a central School house at a cost of $12,000. The remaining $60,000 were loaned on mortgage to the Northern Gravel Road Company for the construction of a gravel road, running from the town of Goderich to the south boundary line of the County of Bruce. The original terms of the loan to the Company were that they should bear their portion

of the Government payments in proportion to their loan. When the relief Act of five cents in the dollar was passed, these terms were altered to enable the Company to participate in the benefits of the relief; but these modified terms they have been unable to meet, and are in arrear to the town $5,144 for interest.

Since 1859, the town has kept up its payments of five cents in the dollar of the assessment of 1858, with the exception of the year 1868, in which no payment was made.

In addition to the loan effected by the town directly under the Municipal Loan Fund, it has also to bear its proportion of the loan effected by the County of Huron, as one of its Municipalities, and to which it has contributed over $20,000.

The total amount of its payments to the 1st January, 1871, is $63,983.89. The amount of interest in arrear is $36,819.84. Its taxable property in 1858 was, annual value, $86,378. In 1871, $59,733. Five cents in the dollar on the assessment of 1858 produces $4,318.93. The full payments of 5 per cent. interest and 2 per cent. sinking fund would be $7,000. The following is a statement of the payments in detail with dates up to the 1st of January, 1871:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
13th October, 1856		2749 07
6th April, 1857	4000 00	
2nd May, 1857	11955 00	
31st December, 1857		960 83
30th September, 1858		894 24
27th July, 1859		234 96
7th January, 1860	3765 04	
17th March, 1860	553 89	
16th May, 1861	4319 00	
5th March, 1863	8637 86	
27th September, 1864	3000 00	
25th January, 1865	1319 00	
11th February, 1865	4000 00	
20th February, 1865	319 00	
23rd January, 1866	4319 00	
19th January, 1867	4319 00	
17th February, 1869	4319 00	
10th December, 1869	2000 00	
17th January, 1870	2319 00	
Cash	$59,144 79	$4839 10
Ex Clergy Reserves	4839 10	
Total	$63,983 89	

THE TOWN OF GUELPH.

In 1855 this town borrowed $80,000, which it handed over to the Great Western Railway Company, to aid in the construction of the Galt and Guelph Railway. The Town Treasurer states that the town has hitherto derived no reveuue from this investment, and from the accounts of the Great Western Railway Company, there is no prospect of the town ever receiving back any portion of the principal or interest money borrowed under the Municipal Loan Fund. It appears that the Galt and Guelph Railway, by a decision of Chancery has passed into the hands of the Great Western Railway Company; and the Great Western Railway Company considers itself discharged from any accountability to the town of Guelph.

To assist the town of Guelph to meet its indebtedness to the Municipal Loan Fund, the following Municipalities contributed by the issue of debentures:—

The City of Hamilton	$10,000
Township of Guelph	10,400
Village of Preston	9,600
	$30,000

The Hamilton Debentures and $400 of the Township of Guelph were paid over to the Government, and credited to the town. The remaining debentures are still in the possession of the town, in so far as can be ascertained. From 1855 to 1867 the town kept up its payments, and had at its credit in the sinking Fund on the 1st January, 1867, $6,368.24. From that period it ceased to make any further payments. At the close of 1868 its sinking fund had become exhausted, and on the 31st of December, 1870, the sum of $9,752.98 stood at its debit for interest.

Its total payments up to date are $54,862.86. It is in arrear on its interest, as has been stated, $9,752.98. Its annual assessment in 1858 was $107,674, and in 1871, $93,311. Five cents in the dollar on the assessment of 1858 produces $5,383.70; while 5 per cent. interest and 2 per cent sinking fund on the loan would require an annual payment of $5,600, just $216.30 over the five cents in the dollar on the assessment of 1858. The last payment made was in 1866.

Rate of taxation for the years 1862–3–4 and 1868–9–70:—

On annual value.		On actual value.		On annual value.
1862 - -	15¼	1868 -	1¼ - -	20.83
1863 - -	17½	1869 -	1½ - -	25.
1864 - -	15½	1870 -	1½ - -	25.

The following is a statement of the payments in detail, with dates up to the 1st Jannary, 1871:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
20th February, 1856	1963 83	
31st December, 1856		2749 07
3rd June, 1857		2071 72
9th July, 1857		1556 00
12th July, 1858		894 24
14th March, 1859	3200 00	
6th June, 1859	9620 00	
9th June, 1859	73 10	
5th January, 1860	6450 84	
10th August, 1860	108 06	
28th January, 1863	6400 00	
31st December, 1863	6592 00	
13th January, 1865	6400 00	
19th January, 1865	192 00	
2nd Jauuary, 1866	6592 00	
Cash	47591 83	7271 03
Ex Clergy Reserves	7271 03	
Total	54862 86	

TOWNSHIP OF HOPE.

In 1853 this township borrowed $60,000 under the Municipal Loan Fund, which it invested in stock in the Port Hope and Lindsay Railway Company. In 1866, under the Acts 27 and 28, Vic., Cap 86, and 29 and 30 Vic., Cap. 99, it disposed of its stock to the Port Hope and Lindsay Railway Company, for the annual sum of $1,542. The first half

year's payment was made in December, 1866 ($771), and the same amount has been paid by the Railway Company every half year, to the close of 1870. No portion of these sums has been paid over to the Government. The last amount credited to the township in the Municipal Loan Fund books was in January, 1860.

The total amount paid over by the Treasurer is. $14,316.01
Ex-Clergy Reserves..... ..... 7,225.38

Total.....$21,541.39

Mr. Simpson, in his report of 1864, states that the Township of Hope had imposed a tax of 5 cents in the dollar every year since 1859. That the tax was paid over to the Government for 1859. For 1860 and 1861 it was paid to the County Treasurer, and for 1862 and 1863, with the exception of $640, which was paid to the County Treasurer, the money was retained in the Township Treasury, under the apprehension that the township might be assessed twice, should any of the other municipalities of the united Counties of Northumberland and Durham be behind in their quota of the loan of $460,000 borrowed for the construction of roads and local improvements in those counties. This township is in arrear for interest $49,961.40. The annual value of its assessable property in 1858 was $61,681—in 1871, $51,564. Five cents in the dollar on the assessment of 1858 produces $3,084.05, while the interest at 5 per cent. and sinking fund at 2 per cent. would be $4,200 It has paid nothing, as has been remarked, since 1860, although it receives half-yearly from the Railway Company $771.

The following is a statement of the payments in detail, with dates:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
31st December, 1853	30 96	
5th January, 1854	4000 00	
3rd July, 1854	2400 00	
22nd January, 1855	2400 00	
4th July, 1855	2400 00	
31st December, 1857		5752 28
30th September, 1858		1132 98
27th July, 1859		340 12
21st January, 1860	3084 05	
Cash	14315 01	7225 38
Ex Clergy Reserves	7225 38	
Total	21540 39	

COUNTY OF HURON.

This County, jointly with Bruce, borrowed in 1853 $300,000 under the Municipal Loan Fund, and invested it in the stock of the Buffalo, Brantford and Goderich Railway Company, which became a total loss, and was wiped out by the Act incorporating the Buffalo and Lake Huron Railway Company. Subsequently the United Counties borrowed in the same fund $8,000, for local purposes. In 1867, on the separation of Bruce from Huron $55,000 was allotted to Bruce, leaving to Huron $253,000. The portion of the Sinking Fund handed over to Bruce was $24,961.99, and that retained by Huron was $114,825.05. Huron has kept up its payments for interest and Sinking Fund. It has paid in all $360,393.26 up to the 1st of January, 1871, and has to the credit of its Sinking Fund $183,811.55. No account of its taxable property is at hand. The annual payment for interest at 5 per cent. and Sinking Fund at 2 per cent. would be $17,710.

The following is a statement of its payments, in detail, with dates :—

	Date.	Cash Payments.
		$ cts.
30th June, 1867, date of separation from Bruce.	1867.	
Aggregate payments to date	June 30th	279673 26
	1868.	
	January 7th	20210 00
	August 25th	10060 00
	1869.	
	December 14th	10240 00
	" "	10000 00
	" "	10000 00
	1870.	
	January 14th	240 00
	February 5th	20060 60
		360393 26

COUNTY OF HASTINGS.

This County in 1855 borrowed under the Municipal Loan Fund $157,600, and expended the same on local objects. Its payments to date (the last payment being in 1870) amount to $193,455.88, and it has to the credit of its Sinking Fund $92,865.24. Its assessable property in 1858 amounted to $5,524,000 actual value—annual value $331,440. In 1871 to $6,017,000 actual value—$361,020 annual value.

The following is a statement of the payments in detail, with dates up to the 1st of January, 1871:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
4th February, 1856	6314 95	
23rd July, 1857		2607 15
9th December, 1857	7051 38	
10th July, 1858		310 50
21st July, 1858		5533 80
25th September, 1858		1435 20
6th April, 1859	4000 00	
3rd June, 1859	15652 52	
31st December, 1859	7200 00	
13th February, 1860	5000 00	
20th February, 1860	776 43	
31st December, 1860	12608 00	
7th March, 1861	459 00	
31st December, 1861	7000 00	
29th January, 1862	5608 00	
31st December, 1862	3500 00	
28th January, 1863	9108 00	
23rd February, 1863	426 95	
5th March, 1864	12608 00	
21st February, 1865	12608 00	
13th July, 1866		3461 60
18th January, 1867	9146 40	
20th March, 1867	8000 00	
6th December, 1867	4608 00	
2nd January, 1868	10000 00	
8th January, 1868	2608 00	
19th March, 1869	12608 00	
31st December, 1869	12608 00	
27th December, 1870	12608 00	
Cash	180107 63	13348 25
Ex Clergy Reserve	13348 25	
Total	193455 88	

COUNTY OF LINCOLN.

This County in 1853 borrowed under the Municipal Loan Fund, $48,000, and expended it on local improvements. Up to the 1st January of the present year it had paid $66,189.54, and has at the credit of its sinking fund $32,429.93. In 1858, its assessable property amounted to $7,307,906 actual value, and $438,474.36 annual value. In 1870, $6,792,702 actual value, and $407,562 annual value. The following is a statement of its payments in detail with dates up to the 1st of January, 1871 :—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	cts.
10th July, 1854	2719 55	
12th January, 1855	1920 00	
5th July, 1855	1920 00	
3rd January, 1856	1920 00	
12th June, 1857		467 32
16th June, 1857		411 60
17th June, 1857		680 62
6th July, 1857		595 45
12th August, 1857	3798 95	
6th July, 1858		422 28
17th July, 1858		520 26
16th August, 1858		368 46
9th September, 1858		1475 22
30th September, 1858		1132 98
19th October, 1858	9 05	
15th January, 1859	1920 00	
30th June, 1859	1920 00	
6th February, 1860	1965 65	
31st December, 1860	1920 00	
15th January, 1861	1920 00	
7th February, 1862	1920 00	
21st February, 1862	149 10	
9th December, 1862	1920 00	
12th June, 1863	1920 00	
7th July, 1863		1959 00
1st February, 1864	1920 00	
20th May, 1864	200 00	
26th May, 1865	1600 00	
31st May, 1865	1034 43	
14th July, 1865	1090 91	
4th August, 1865	410 00	
2nd September, 1865		990 08
6th September, 1865	111 36	
11th November, 1865	1458 81	
10th January, 1866	1201 19	
21st April, 1866	1240 74	
8th May, 1866	85 00	
10th August, 1866	856 11	
6th November, 1866	1096 21	
21st January, 1867	1657 73	
21st June 1867	941 48	
26th December, 1867	2900 00	
22nd December, 1868	3840 00	
9th December, 1869	3840 00	
31st December, 1870	3840 00	
Cash	57166 27	9023 27
Ex Clergy Reserve	9023 27	
Total	66189 54	

COUNTY OF LAMBTON.

This County, in 1853, borrowed, under the Municipal Loan Fund, $16,000, which it expended on local improvements. Total payments made to date amount to $21,219.55, and it has at its credit in the sinking fund $10,451.52. In 1858, its assessable property amounted to $4,457,798 actual value. and $267,467.88 annual value. In 1871 to $5,901,759 actual value, and to $354,105.54 annual value. The following is a statement of the payments in detail with dates up to the First of January, 1871:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
10th July, 1854	703 12	
13th January, 1855	640 00	
17th July, 1855	640 00	
19th January, 1856	640 00	
3rd July, 1856	640 00	
31st December, 1856	640 00	
4th July, 1857	640 00	
4th July, 1857	24 47	
4th January, 1858	640 00	
3rd July, 1858	646 88	
7th January, 1859	640 00	
4th July, 1859	650 00	
31st December, 1859	642 54	
16th July, 1860	640 00	
31st December, 1860	642 54	
27th January, 1862	1280 00	
10th July, 1862	640 00	
20th January, 1863	640 00	
11th July, 1863	640 00	
31st December, 1863	640 00	
23rd July, 1864	640 00	
19th January, 1865	640 00	
8th January, 1866	640 00	
22nd January, 1866	640 00	
13th August, 1866	640 00	
28th January, 1867	640 00	
31st January, 1868	640 00	
24th April, 1868	640 00	
30th September, 1868	640 00	
21st October, 1869	1280 00	
13th December, 1869	1280 00	
Total	21219 55	

THE CITY OF LONDON.

In 1854, London borrowed $200,000 under the Municipal Loan Fund, which was invested in the stock of the London and Port Stanley Railway Company. In 1855, the city borrowed a further sum of $175,400, which was loaned to the same Company, and secured by first mortgage bonds on the railway. It also holds second mortgage bonds for $200,000 on the same railway. Up to this date the Chamberlain reports that no part of either principal or interest has been paid on these bonds. In addition to the amounts borrowed under the Loan Fund, the city loaned to the Company its own debentures for

$220,000, and acquired $20,000 of stock from the County of Middlesex, making its entire investment in the railway $615,400.

The city paid between February, 1855, and March, 1857	$38,248 88
The city paid in August, 1865	10,000 00
Ex Clergy Reserves prior to 1860	29,821 67
Total payments	$78,070 55

As has been stated the total sum borrowed under the Municipal Loan Fund was $375,400. The total payments amount to $78,070.55. There is now in arrear for interest $334,537.65. The last payment was made in 1865. The annual assessed value of the property in the city was in 1858, $499,599. In 1871, its actual value was $5,457,383, its annual value $327,442.98. Five cents in the dollar on the assessment of 1858 produces $24,979.95. The annual payment required to meet 5 per cent. interest and 2 pe cent. sinking fund on the loan would be $26,278. Five cents in the dollar on the assessment of 1858, falling short of the requisite annual payment for interest and sinking fund by only $1,298.05.

Rate of taxation for the years 1862–3–4, and 1869–70–71 :—

On Annual Value.		On Actual Value.	Ou Annual Value.
1862.....	19c on the dollar.	1869..... $1\frac{1}{4}$	equal to 20.83
3.....	19 "	70..... $1\frac{1}{2}$	" 25
4.....	20 "	71..... $1\frac{1}{2}$	" 25

The following is a statement of payments in detail with dates up to the First of January, 1871 :—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
15th February, 1855	7282 88	
27th August, 1855	8000 00	
2nd February, 1856	8000 00	
10th October, 1856		16,476 87
27th March, 1857	15,016 00	
2nd June, 1857		358 08
30th September, 1858		10,051 92
27th July, 1859		2,934 80
23rd August, 1865	10,000 00	
Cash	$48,248 88	$29,821 67
Ex Clergy Reserves	29,821 67	
Total	78070 55	

UNITED COUNTIES OF LANARK AND RENFREW.

The sum of $800,000 borrowed by these counties, under the Municipal Loan Fund, was lent to the Brockville and Ottawa Railway Company, and on the same security as that given to the township of Elizabethtown and the town of Brockville.

The Act, however, 23 Victoria, cap. 109, limited the liability of the Railway Company, in respect of the several sums borrowed from the above named municipalities, to the payment of five cents in the dollar on the respective assessments payable by them to the Government, under the Act cap. 83, sec. 88, Con. Stat. Canada. The municipalities hemselves, however, are not relieved from their responsibility, as will be seen by refer nce to 23 V., cap. 109, sec. 1.

The total amount paid by the United Counties of Lanark and Renfrew, to the close of 1870 was $194,068.38, as follows:

Paid by the Railway Company	$49,750 82
By credit ex clergy reserves	90,069 11
By Treasurer and Sheriff	54,248 45
	$194,068 38

The last cash payment made by these Counties was collected through the Sheriff in 1866. The subsequent credits are from the Clergy Reserves, averaging for the last four years $4,500 per annum.

From the statement of the Treasurer of the County of Renfrew given below, it is to be inferred that payments are from time to time made by the Brockville and Ottawa Railway Company to these counties, under the Act above cited, but whether to the full extent of its liability, or in what proportion of it, cannot be stated, as no replies have been received to repeated enquiries made to the Treasurer of Lanark on the subject.

Mr. Andrew Irving, the Treasurer of the county of Renfrew, writes in reply to an enquiry respecting the apportionment of the indebtedness of the Counties under the Municipal Loan Fund, "That he was not in a position to afford any light on the subject, inasmuch as no settlement had ever been made of this indebtedness between Lanark and Renfrew, although repeatedly asked for by Renfrew." And he adds, "Information that may be required on this head must be obtained from Lanark, as he was utterly in ignorance respecting the whole matter." He, however, knew that moneys were sent to him by the treasurer of Lanark for distribution among the townships, and purporting to be derived from the Brockville and Ottawa Railway, but the basis on which the apportionment was made, or in fact any actual information on the subject, was still withheld from him.

The information furnished by the treasurer of Lanark, after repeated enquiries addressed to him is very meagre. He assumes that the entire responsibility of paying the five cents in the dollar on the assessment of the county is shifted from the Municipality to the Brockville and Ottawa Railway Company, an inference by no means justified by 23 Vic., cap. 109. He gives no details of any moneys paid directly by the Company to the counties; regarding them simply as repayments of advances made by the counties to the Government on account of the Railway Company. It may be as well to quote the material portions of the Treasurer's letter:—

"The moneys borrowed from the Municipal Loan Fund by the counties were loaned to the Brockville and Ottawa Railway Company to aid them in building the Brockville and Ottawa Railway, and the Brockville and Ottawa Railway Company, as far as I can learn, became responsible to the Government for the amount borrowed. The security taken was by way of mortgage. There has been paid, principally by the Company, and by moneys retained by the Government from the Municipalities Fund to which the Municipalities in the Counties were entitled, say $194,000; the payments commencing June 1st, 1855 and ending June 30th, 1870. The Council has not received any payment from the Company on account of the loan, except a small amount of money paid to the Government by the Counties for the Company, and to indemnify the Counties for the Municipalities Fund retained previous to 1860."

The total borrowed, as has been stated, is $800,000. The total payments to date amount to $194,068.38. The last direct payment was made in 1866. Since that time no payments have been made, except by moneys retained by the Government from Clergy Reserves. In 1858 the annual value of the taxable property in the united counties was assessed at $254,337, and in 1871 at $315,473—that in Lanark being $209,414, and that in Renfrew being $106,059. Five cents in the dollar on the assessment of 1858 produces $12,716.85, and on that of 1871, $15,773.65,—being $10,470.70 for Lanark, and $5,302.95 for Renfrew. The annual payment required to meet 5 per cent interest, and 2 per cent. sinking fund on the loan amounts to $56,000. At this date the total interest in arrear amounts to $627,834.28.

The following is a statement of payments in detail, with dates up to the First of January, 1871:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
2nd January, 1855, Railway	8821 33	
3rd January, 1855 do.	2912 00	
2nd July, 1855	2920 00	
3rd January, 1856	2920 00	
26th February, 1856, Railway	1946 67	
14th April, 1856 do.	6507 50	
7th May, 1856 do.	1363 32	
30th June, 1856	2555 00	
10th July, 1856	5231 67	
23rd July, 1857		2663 38
3rd October, 1857, Railway	26200 00	
31st December, 1857		8316 22
7th July, 1858		1741 56
10th July, 1858		184 92
13th July, 1858		1265 46
17th July, 1858		295 32
30th September, 1853		4849 32
16th November, 1858		1184 04
12th July, 1859		461 56
21st July, 1859		234 96
23rd July, 1859		113 08
27th July, 1859		2709 96
28th December, 1859	10567 25	
9th January, 1860	1000 00	
11th April, 1860	1502 40	
3rd July, 1860		8221 85
26th January, 1861, Railway	2000 00	
9th July, 1861		12525 12
4th July, 1862		9680 32
21st February, 1863, Sheriff	11701 56	
7th July, 1863		5745 60
1st July, 1864		4236 96
3rd February, 1865	2716 50	
2nd September, 1865		3213 76
15th July, 1866		4391 60
5th September, 1866, Sheriff	13134 07	
20th August, 1867		5180 22
30th June, 1868		102 60
4th July, 1868		4685 50
22nd September, 1869		5064 30
12th September, 1870		3001 50
Cash	$103,999 27	$90,969 11
Ex Clergy Reserves	90,969 11	
Total	$194,968 38	

TOWNSHIP OF MOULTON AND SHERBROOKE.

In 1853, this township borrowed, under the Municipal Loan Fund, $20,000, and invested it in the stock of the Buffalo, Brantford and Goderich Railway Company. The stock proved worthless, and was finally wiped out in the Act re-organizing the Company, under the name of the Buffalo and Lake Huron Railway Company. The total payments to date are $25,072.03, and the amount at its credit in the sinking fund is $13,563.28. No complete return of the assessed value of the property in this township has been obtained, but it is believed to be sufficient to pay, with five cents in the dollar, an annual sum equal to 5 per cent. interest and 2 per cent. sinking fund on the loan. The following is a statement in detail of its payments with dates up to the First of January, 1871 :—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
31st December, 1853	10 15	
4th January, 1854	1133 15	
4th July, 1854	200 00	
2nd September, 1854	600 00	
26th December, 1854	800 00	
22nd June, 1855	824 50	
24th December, 1855	800 00	
8th August, 1856	803 00	
26th December, 1856	800 00	
31st December, 1856	3186 00	
31st March, 1857	14 00	
9th October, 1857	675 42	
19th December, 1857	672 00	
6th July, 1858		689 88
29th December, 1858	672 09	
11th July, 1859	227 04	
30th November, 1859	1119 19	
1st February, 1860	600 00	
28th December, 1860	776 50	
22nd August, 1861	372 96	
3rd September, 1861	502 56	
10th December, 1861	438 68	
21st July, 1862	337 24	
2nd August, 1862	250 64	
10th January, 1863	787 00	
11th August, 1863	359 00	
31st December, 1863	961 13	
26th July, 1864	100 00	
3rd January, 1865	1244 00	
29th December, 1865	1344 00	
8th April, 1869	1344 00	
21st December, 1869	2427 99	
Cash	24382 15	689 88
Ex Clergy Reserves	689 88	
Total	25072 03	

THE TOWNSHIP OF MIDDLETON.

In 1853, this township borrowed, under the Municipal Loan Fund, $5,000, which it Invested in local improvements. The total payments made by this Municipality to date amount to $4,922.35, and it has at its credit in the sinking fund $2,540.46. Five cents in the dollar, whether taken on its annual assessment of 1858 or 1871, would treble the amount required to pay 5 per cent. interest and 2 per cent. sinking fund on the loan. The assessed annual value of its property in 1858, was $20,182.44, and in 1871, $22,649.16. Five cents in the dollar on the assessment of 1858, would produce $1,009.10, while the interest at 5 per cent. and sinking fund at 2 per cent. require only $350. The following is a statement of the payments in detail with dates up to the First of January, 1871:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
6th July, 1854	239 45	
22nd May, 1855	200 00	
14th July, 1855	206 10	
12th January, 1856	200 00	
13th August, 1856	200 00	
12th February, 1857	2000 00	
31st December, 1857		636 52
18th January, 1858	208 00	
8th July, 1858	120 00	
27th January, 1859	120 00	
5th September, 1859	120 00	
27th January, 1860	120 00	
20th March, 1865	240 00	
8th March, 1867	192 28	
11th July, 1867	120 00	
Cash	4285 83	636 52
Ex Clergy Reserves	636 52	
Total	4922 35	

THE TOWN OF NIAGARA.

In 1853, this town borrowed, under the Municipal Loan Fund, $280,000, which it advanced to the Erie and Ontario Railway Company—$60,000 on stock, and $220,000 as a loan, secured by a first mortgage. In 1863, the interest of the town in the Erie and Ontario Railway was sold to the Erie and Niagara Railway Company for $57,000—of which $12,000 was paid in cash, and a mortgage given for the balance, $45,000. The Treasurer of the town states that the interest on the mortgage has accumulated to $14,000.

Total amount paid by Treasurer	$44,342 99
Ex Clergy Reserves	6,440 18
	$50,783 17

The arrears of interest are $286,288.90. The last payment was in 1865. The assessed annual value of property in 1858 was $48,266, against $16,735 in 1871. To meet 5 per cent. interest and 2 per cent. sinking fund the annual payment should be $19,600. Five cents in the dollar on the assessment of 1858 produces $2,413. The rate of taxation has been increased from 17 cents in the dollar in 1861 to $29\frac{16}{100}$ cents in 1871. The following is a detailed statement of payments with dates up to the First of January, 1871 :—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
30th July, 1853	1200 00	
31st December, 1853	31 10	
13th January, 1853	2400 00	
4th July, 1854	5227 40	
28th February, 1855	2400 00	
10th September, 1855	14364 93	
2nd February, 1855	10272 88	
31st December, 1856		4323 27
31st December, 1857		1128 15
30th September, 1858		781 08
27th July, 1859		207 68
14th August, 1863	4826 68	
4th January, 1864	1206 67	
19th January, 1865	2413 33	
Cash	44342 99	6440 18
Ex Clergy Reserves	6440 18	
Total	50783 17	

NORTHUMBERLAND AND DURHAM.

In 1854 these Counties borrowed under the Municipal Loan Fund $460,000, which they invested in local improvements. Their total payments to the 1st January of this year amount to $464,232.92, and they have at the credit of their sinking fund $122,343.14. To meet the annual payment of 5 per cent. interest and 2 per cent. sinking fund, the sum of $32,200 would be required yearly. Five cents in the dollar on the assessment of 1858 would yield $16,702.15, and on the assessment of 1870, the last assessment returned, five cents in the dollar would yield $32,733.51. The assessed actual value of the property in the Counties was, in 1858, $15,567,387, and in 1870, $10,911,171, that of 1871 not having been obtained. The following is a statement of the payments in detail, with dates up to the First of January, 1871 :—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
26th August, 1854	2419 72	
3rd January, 1855	4800 00	
24th August, 1855	4800 00	
10th January, 1856	10147 95	
2nd October, 1856	10880 00	
31st December, 1856	14843 62	
2nd April, 1857	757 03	
1st July, 1857	6000 00	
15th July, 1857	2000 00	
5th January, 1858	8569 60	
10th July, 1858		1120 56
17th July, 1858		814 20
20th July, 1858		1446 21
21st August, 1858		1502 82
30th September, 1858		8892 72
9th February, 1859	857 21	
11th July, 1859		480 48
23rd July, 1859		463 76
27th July, 1859		3516 92
Carried forward		

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
Brought forward		
5th December, 1859	1672 60	
13th December, 1859	3656 60	
21st December, 1859	2613 65	
28th December, 1859	2125 50	
31st December, 1859	7291 43	
18th January, 1860	5654 06	
6th February, 1860	1316 76	
15th February, 1860	8611 65	
3rd March, 1860	866 00	
12th March, 1860	1237 55	
3rd July, 1860		10065 87
28th December, 1860	20000 00	
31st December, 1860	7800 00	
9th July, 1861		15216 43
30th December, 1861	20000 00	
31st December, 1861	9000 00	
14th January, 1862	4000 00	
25th January, 1862	1800 00	
8th February, 1862	1500 00	
13th March, 1862	500 00	
4th July, 1862		11035 44
7th July, 1863		6685 20
1st July, 1864		4762 80
9th November, 1864	6000 00	
31st December, 1864	10000 00	
3rd January, 1865	15968 70	
2nd September, 1865		3608 64
20th December, 1865	8000 00	
29th December, 1865	12300 00	
2nd January, 1866	2000 00	
15th January, 1866	2000 00	
7th February, 1866	2000 00	
19th March, 1866	991 35	
13th July, 1866		4516 40
18th December, 1866	17000 00	
31st December, 1866	8000 00	
11th January, 1867	2084 00	
10th January, 1868	14000 00	
31st January, 1868	8000 00	
18th April, 1868	500 00	
28th April, 1868	3000 00	
5th May, 1868	1500 00	
8th May, 1868	2500 00	
20th May, 1868	500 00	
20th May, 1868	1200 00	
1st June, 1868	500 00	
16th December, 1868	5000 00	
13th January, 1869	14000 00	
3rd February, 1869	2500 00	
1st May, 1869	800 00	
30th December, 1869	9000 00	
15th December, 1869	8000 00	
24th December, 1869	10000 00	
28th December, 1869	5000 00	
31st December, 1869	3000 00	
11th December, 1870	5000 00	
12th December, 1870	1200 00	
31st December, 1870	1400 00	
16th December, 1870	13000 00	
27th December, 1870	9000 00	
31st December, 1870	2000 00	
31st December, 1870	5000 00	
Cash	390104 39	74128 53
Ex Clergy Reserve	74128 53	
Total	464232 82	

TOWNSHIP OF NORWICH.

In 1854, under the Municipal Loan Fund, Norwich borrowed $200,000, Woodhouse, $80,000, Windham $100,000, Town of Woodstock $100,000, and the Town of Simcoe $100,000, making in all $580,000, all of which was invested in the stock of the Woodstock and Lake Erie Railway and Harbour Company. The Company failed after partially constructing the road-bed of the railway, and finally abandoned the undertaking altogether. It was contended by these Municipalities that the Government, by incorporating the Southern Railway and other legislation, had contributed if not caused the collapse of the undertaking in which these Municipalities had embarked and invested their money, and that therefore the Government had forfeited all claim to be repaid these loans. In this contention they were sustained on bill filed in the Court of Chancery by the judgment of Mr. Spragge, then vice-chancellor, now the Chancellor of Ontario. But on carrying the case to the Court of Error and Appeal this decision was reversed, and the Municipalities now stand liable to pay their indebtedness just the same as any other Municipality which borrowed under the Municipal Loan Fund, and invested its money in an enterprise which turned out to be unremunerative, with perhaps this exception in favour of these Municipalities, that they lost their investment, and the whole undertaking was abandoned, and neither they nor any one else, except the speculators who got hold of the money, either directly or indirectly, derived any advantage whatever from its expenditure.

Norwich, as has been said, borrowed $200,000. It made three annual payments in the years 1854–5–6 respectively, amounting in all to $31,495, and the Government retained and applied on the debt Clergy Reserve money amounting to $8,962, making total payments $40,457. Since 1856 the Township has paid nothing. The total interest in arrear now amounts to $202,962.47. This Township is now separated into North Norwich and South Norwich. The annual value of its assessable property in 1858 amounted to $85,722, and in 1871 to $83,794. Five cents in the dollar on the assessment of 1858 produces $4,286.10. To pay 5 per cent. interest and 2 per cent. sinking fund on the loan would require an annual payment of $14,000. The following is a statement of its payments in detail, with dates up to the First of January, 1871 :—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
30th June, 1854	7408 22	
9th March, 1855	8086 78	
2nd September, 1856	16000 00	5602 30
31st December, 1857		1021 50
30th September, 1858		1299 96
27th July, 1859		438 24
Cash	$31,495 00	$8962 00
Ex Clergy Reserves	8,962 00	
Total	$40,457 00	

COUNTY OF OXFORD.

In 1853 this County borrowed $20,000, which it invested in local improvements. Its total payments to date are $25,947.73, and it has at its credit in the sinking fund $12,347.58. The annual amount required to pay 5 per cent. interest and 2 per cent. sinking fund on the sum borrowed would be $1,400. The assessment of 1858 at five cents in the dollar would yield $26,741.05, and the assessment of 1871 would yield $37,203.45. The actual value of the assessable property in this County amounted in 1858 to $8,913,684, and in 1871 to $12,401,152. The following is a detailed statement of payments, with dates up to the First of January, 1871 :—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
20th June, 1854	1102 47	
30th December, 1854	800 00	
7th July, 1855	800 00	
7th January, 1856	800 00	
4th July, 1856	800 00	
19th January, 1857	800 00	
8th July, 1857	800 00	
21st January, 1858	830 57	
12th July, 1858	800 00	
31st December, 1858	800 00	
4th July, 1858	800 00	
31st December, 1859	800 00	
4th January, 1860	11 13	
12th July, 1860	800 00	
3rd January, 1861	800 00	
18th July, 1861	800 00	
4th January, 1862	800 00	
12th July, 1862	800 00	
23rd February, 1863	800 00	
13th August, 1863	800 00	
27th January, 1864	800 00	
18th July, 1864	800 00	
20th January, 1865	800 00	
11th July, 1865	1600 00	
13th July, 1865		1603 56
15th July, 1867	800 00	
15th January, 1868	800 00	
31st July, 1869	800 90	
13th January, 1870	800 00	
8th July, 1870	800 00	
22nd December, 1870	800 00	
Cash	$24,344 17	1603 56
Ex Clergy Reserves	1,603 56	
Total	$25,947 73	

CITY OF OTTAWA.

This city, in 1853, borrowed $200,000 under the Municipal Loan Fund, and advanced it to the Bytown and Prescott (now the St. Lawrence and Ottawa) Railway, which loan was, in common with other loans made by other Municipalities, secured by mortgage on the property of the Company. The city also invested $80,000 in the stock of the Company. The stock was sold under a confession of judgment for a sum between two and three thousand dollars. On the mortgage no portion of the principal or interest has been paid, and the City Clerk states "that recent legislation and other proceedings have rendered it entirely worthless."

In the beginning of January, 1863, the city had fallen into arrear on its interest account in upwards of $86,000. Since that period the annual interest on the loan has been paid, and the arrears reduced by upwards of $30,000, considerable sums having been paid in within the last two years.

The total payments to date are $167,336.31, and the amount standing at the debit of interest is $55,654.26. It requires $14,000 to meet 5 per cent. interest and 2 per cent. sinking fund on its loan. The annual value of the assessable property in the city in 1858 was $194,152, and in 1871 $318,000. Five cents in the dollar on the annual value of the assessment of 1871 produces $15,900, more than enough to pay interest and sinking fund on the loan, and if continued by the city it will soon wipe out the arrears of interest and rapidly pay off the debt. The followingis a statement of its payments in detail, with dates up to the First of January, 1871:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
13th June, 1854	11331 50	
31st December, 1856		12332 10
4th June, 1857		3268 87
10th July, 1858		2938 02
27th July, 1859		1095 60
28th November, 1859	5080 00	
23rd March, 1863	13000 00	
9th April, 1863	3162 90	
17th July, 1863	3557 52	
9th October, 1863	7598 82	
22nd March, 1864	9369 29	
13th June, 1864	3724 00	
6th February, 1865	5021 59	
6th March, 1865	3453 00	
10th April, 1865	1050 00	
4th May, 1865	1310 25	
15th May, 1865	2834 20	
7th November, 1866	13107 00	
2nd January, 1867	6698 76	
8th May, 1867	7200 00	
24th December, 1868	19661 30	
22nd December, 1869	11719 81	
31st December, 1869	3548 63	
22nd December, 1870	15263 15	
Cash	$147,671 72	$19,664 59
Ex Clergy Reserve	19,664 59	
Total	$167,336 31	

TOWNSHIP OF OPS.

In 1853 this township borrowed $80,000 under the Municipal Loan Fund, the whole of which was invested in the stock of the Port Hope and Lindsay Railway Company, under the Statute 27 and 28 Vict., cap. 86. The township was empowered to dispose of its stock to the Railway Company, and in the Statute 29 and 30 Vict., it is recited that the township had agreed to take $296.75 to be paid yearly for the transfer of its stock. Some difficulty, however, appears to have arisen in carrying the agreement out, as the Township Clerk states, under date 7th July, 1871, that the township has received nothing on account of its stock, "either dividends or otherwise." On the other hand, it is shown by an extract taken from the Railway Company's books, that $148.37 was paid over for the last six months of 1866, and $296.75 in 1867, and that three several amounts for a like sum for the years 1868–9–70 stand at the credit of the township awaiting the transfer of the stock.

The total amount credited to the township is—

Paid by Treasurer	$15,824 37
Ex Clergy Reserves	5,631 89
Total	$21,456 26

For four consecutive years, 1860–1–2–3, the township paid its full assessment of five cents in the dollar on the annual value of its assessment, and one further payment of the same amount in August, 1866. There is standing at the debit of its interest account the sum of $74,278.45. To meet 5 per cent. interest and two per cent. sinking fund $5,600 are required. Five cents in the dollar of the assessment of 1858, which is $23,740 annual value, would yield $1,187. The assessment for 1871 is returned at $22,578 annual value, which at five cents in the dollar would yield $1,128.90. The following is a detailed statement of the payments, with dates up to the First of January, 1871:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
12th July, 1854	3200 00	
25th January, 1855	3489 32	
12th July, 1855	3200 00	
31st December, 1856		3397 27
10th June, 1857		1069 50
4th September, 1858		941 16
27th July, 1859		223 96
8th February, 1860	509 00	
10th March, 1860	463 05	
2nd February, 1861	1000 00	
21st February, 1862	410 97	
7th March, 1863	1187 01	
21st October, 1863	1187 01	
16th August, 1866	1187 01	
Cash	15824 37	5631 89
Ex Clergy Reserves	5631 89	
Total	21456 26	

TOWN OF PORT HOPE.

The total amount of money borrowed by this corporation from the Municipal Loan Fund was $860,000. Of this amount $730,150 was expended in the construction of the Port Hope, Lindsay and Beaverton Railway.

The Treasurer states "that by subsequent Acts of the Legislature the securities held by the Municipality of Port Hope against the Company were legislated away, and consequently they have now no assets whatever to shew against this amount."

"The balance borrowed from the Municipal Loan Fund, viz., $129,850, was expended in aiding in the improvement and extension of the Port Hope Harbour. The following incumbrances exist against the Harbour, viz., to the representatives of the late George Weir, contractor, $37,500. Outstanding bonds to the amount of $30,000, bearing interest at 8 per cent., being a bonus to the Railway Company under an Act of the Ontario Legislature."

The total payments made by the Treasurer amount to	$130,839 42
Ex Clergy Reserves	9,594 86
Total	$140,434 28

For the last ten years the aggregate payments will average $6,125, equal to five cents in the dollar on the assessment of 1858. The assessment for 1858 was $125,506 annual value; that for 1871 $89,341 annual value. The total amount standing at the debit of interest is $904,578.56. The following is a detailed statement of payments with dates up to the First of January, 1871:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
31st December, 1853	103 69	
14th January, 1854	13333 33	
3rd July, 1854	8000 00	
17th July, 1854	2419 72	
22nd January, 1855	18761 65	
6th July, 1855	20800 00	
3rd January, 1856	6167 67	
31st December, 1856		6042 15
26th January, 1857		2044 13
30th September, 1858		1149 54
27th July, 1859		359 04
3rd December, 1859	1018 75	
14th January, 1860	1400 00	
21st January, 1860	1000 00	
6th February, 1860	900 00	
3rd March, 1860	1000 00	
7th March, 1860	806 59	
14th August, 1862	933 33	
19th September, 1862	666 67	
11th September, 1863	3072 00	
13th January, 1865	4000 00	
20th January, 1865	389 33	
3rd February, 1865	282 67	
28th April, 1865	21282 70	
23rd October, 1866	6125 33	
14th December, 1868	6125 33	
14th December, 1869	6125 33	
23rd December, 1870	6125 33	
Cash	130839 42	9594 86
Ex Clergy Reserves	9594 86	
Total	140434 28	

COUNTY OF PERTH.

This County, in 1853, borrowed under the Municipal Loan Fund $200,000, which it invested in the stock of the Buffalo, Brantford and Goderich Railway Company, and which proved a total loss, in so far as any direct returns were concerned. The stock was wiped out on the re-organization of the affairs of the Company, by the incorporation of the Buffalo and Lake Huron Railway Company in 1856. It also borrowed under the same fund $88.000. which it expended on roads in the County. These roads returned a gross revenue for the period from 1856 to 1864 of $51,400—being an average annual gross income for the nine years of $5,711. The cost of management and repairs being an annual outlay of about $3,000, leaving a net annual revenue of $2,711—making a total net revenue for this period of $24,399. From 1865 to 1868, both years inclusive, these roads yielded an average annual gross revenue of $6,009.91, producing a total gross revenue for the five years of $30,049.50. Allowing $3,000 per annum for maintenance and management, there would be a net income for this latter period of $15,049.50, which added to the net income of the first period would make total net income derived by the County from these roads, of $39,448.50. After 1868 the County threw the tolls off the roads, and, as a consequence, nothing has since that period been derived from these local public works. The total loan made to this County, as has been stated, is $288,000. Its payments on account of interest to date, amount to : Cash, $157,988.61 ; ex Clergy Reserves, $51,046.06 ; total, $209,034.67. It has made no payments since 1866, except the Clergy Reserve money retained and applied on account of interest by the Government. The average annual payment from this source for the four last years is a little short of $3,300, and will continually grow less until the Clergy Reserve moneys are exhausted, an event

which is rapidly approaching. To meet 5 per cent. interest and 2 per cent sinking fund on loan would require an annual payment of $20,160. The annual value of the assessment of the property in the County amounted in 1358 to $291,465.06; in 1870 to $514,167, at about which sum it has stood since 1865. Five cents in the dollar on the annual assessed value of its property would, since 1865 have produced $25,708.35, being $5,548.35 more than sufficient to meet its interest and sinking fund on the whole loan.

The following is a statement of payments made in detail, with dates up to the First of January, 1871:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
31st December, 1853	44 75	
9th January, 1854	12970 22	
6th July, 1854	3520 00	
11th July, 1854	2000 00	
2nd September, 1854	6000 00	
10th January, 1855	3520 00	
13th November, 1855	5520 00	
14th April, 1856	2009 00	
26th May, 1856	2000 00	
21st April, 1857	8875 95	
9th July, 1857	3520 00	
6th July, 1858		709 32
10th July, 1858		1200 60
20th July, 1858		557 52
31st July, 1858		183 54
25th August, 1858		677 58
30th September, 1858		3381 00
22nd December, 1858	3520 00	
8th July, 1859		78 76
15th July, 1859		167 64
21st July, 1859		252 56
23rd July, 1859		190 08
27th July, 1859		1606 00
15th November, 1859	5477 92	
16th November, 1859	11738 62	
1st July, 1860		5213 84
4th February, 1861	17216 54	
9th July, 1861		8186 40
10th June, 1862	14000 00	
4th July, 1862		6347 12
7th July, 1863		3901 80
13th October, 1863	4396 10	
26th March, 1864	12000 00	
13th May, 1864	6832 91	
1st July, 1864		2884 56
10th July, 1865	6000 00	
22nd July, 1865	4000 00	
2nd September, 1865		2368 32
26th December, 1865	7000 00	
23rd February, 1866	4000 00	
17th April, 1866	5000 00	
12th June, 1866	4000 00	
13th July, 1866	2835 60	
20th August, 1867		3804 30
4th July, 1868		3507 50
20th September, 1869		3667 92
12th September, 1870		2159 70
Cash	157988 61	51046 06
Ex Clergy Reserve	51046 06	
Total	209034 67	

TOWN OF PARIS.

In 1853 this town borrowed under the Municipal Loan Fund $40,000, which it invested in the stock of the Buffalo, Brantford and Goderich Railway Company. The stock became worthless, and was wiped out by the Act incorporating the Buffalo and Lake Huron Railway Company, the successors of the Buffalo, Brantford and Goderich Railway Company. The total payments made by this town amount to date to $57,339.40, and it has to the credit of its sinking fund $28,455.28. The assessed annual value of its property in 1858 was $65,515.32, and in 1871, $50,640.30. Five cents in the dollar on the assessment of 1858 would produce $3,275.76. The annual payment of 5 per cent interest and 2 per cent. sinking fund on the loan amounts to $2,800. This town is rapidly paying off its Municipal Loan Fund indebtedness.

The following is a statement of the payments made by it in detail, with dates up to the First of January, 1871 :—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
29th December, 1853	1866 67	
17th July, 1854	400 00	
2nd September, 1854	1200 00	
29th January, 1855	1600 00	
6th July, 1855	1600 00	
2nd January, 1856	1600 00	
31st December, 1856	1600 00	
10th June, 1857		61 10
10th July, 1858		937 02
27th July, 1859		313 28
12th January, 1860	3200 00	
27th February, 1860	75 26	
28th December, 1860	3275 26	
2nd May, 1861	410 81	
27th May, 1861	5600 00	
31st December, 1861	3200 00	
16th January, 1863	3200 00	
30th December, 1863	3200 00	
14th February, 1864	1600 00	
13th March, 1864	1600 00	
29th January, 1866	3200 00	
24th December, 1866	3200 00	
21st December, 1867	3200 00	
28th December, 1868	3200 00	
10th December, 1869	3200 00	
20th December, 1870	3200 00	
5th July, 1866	1600 00	
Cash	56028 00	1311 40
Ex Clergy Reserve	1311 40	
Total	57339 40	

THE TOWN OF PRESCOTT.

In 1853 Prescott borrowed $100,000 under the Municipal Loan Fund, which it advanced to the Bytown and Prescott Railway Company, (now the Ottawa and St. Lawrence Railway Company) on the security, in common with other municipalities, of a mortgage on the Railway. On this advance, no portion of either principal or interest has been repaid, except the sum of $7.738, paid by the Railway Company to the Government.

The town also subscribed for $30,000 in the stock of the Company, for which it issued its debentures, $27,200 of which have been retired by the town, and the balance, $2,800 matures on the first of November, 1871, for the payment of which an assessment has been made. The total payments credited to the town in the Municipal Loan Fund account are:—

In 1854, paid by the Railway Company,.....	$5,358 90	
1859, " "	2,380 00	
		$7,738 90
In 1863, paid by the Treasurer.....	$2,061 94	
" "	1,935 60	
		3,997 54
Ex Clergy Reserve Fund for the years 1856-7-8-9,.....		5,748 38
Total.....		$17,484 82

The annual value of the assessment in this town was in 1858 $47,560, and in 1871, $33,949. Five cents in the dollar on the assessment of 1858 produces $2,378. The annual payment required to meet 5 per cent. interest on loan and 2 per cent. sinking fund, is $7,000. Therefore five cents in the dollar on the assessment of 1858 falls short of the payment for interest and sinking fund by $4,622. It is in arrear for interest to date, $111,605 14.

Rate of taxation for the years 1862-3-4, and 1869-70-71:—

On annual value.			On actual value.			On annual value.
1862	-	16½	1869	-	1 52/100	- - 25.33
1863	-	15	1870	-	1 55/100	- - 25.83
1864	-	15	1871	-	1 67/100	- - 27.83

The following is a statement in detail of the payments made, with dates up to the First of January, 1871:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
13th June, 1854	5358 90	
31st December, 1856	.....	3738 73
31st December, 1857	.....	1047 07
30th September, 1858.....	.....	705 18
27th July, 1859.....	.....	257 40
28th November, 1859.....	2380 00	
7th August, 1863	2061 94	
24th February, 1865	1935 60	
Cash.....	11736 44	5748 38
Ex Clergy Reserves.....	5748 38	
Total	17484 82	

THE TOWN OF PETERBORO'.

In 1857 this town borrowed, under the Municipal Loan Fund, $100,000 to aid the construction of a branch railway from Millbrooke (on the line from Port Hope to Lindsay) to that town. The repayment of this amount was secured by a mortgage on the lease of the branch railway from Millbrooke to Peterboro'—the sum, however, being reduced from $100,000 to $80,000 (See 27 Vic., c. 60). This mortgage was strengthened

by a bond given by Mr. H. Covert, the then lessee, to pay on account of the principal the sum of $1,200 annually, and the full interest at the rate of 6 per cent. on the balance of unpaid principal. These payments from 1862 to the present time have been regularly made to the town of Peterboro' and the principal sum reduced by $10,800.

The total cash payments made by the treasurer, amount to.....	$46,340 66
Ex Clergy Reserves	1,356 08
	$47,696 74

The town is now in arrear on account of interest in the sum of $32,182.58. The annual assessed value of its property in 1858 was $70,964; in 1871, $90,084. It would require to pay 5 per cent. interest and 2 per cent. sinking fund on its loan an annual payment an annual payment of $7,000. Five cents in the dollar on the assessment of 1858 produces $3,548.20; on that of 1871, $4,504.20. The town has hitherto fully paid five cents in the dollar on its annual assessment. It appears that the assessed value of the property in this town is gradually increasing.

The following is a statement of its payments in detail, with dates up to the First of January, 1871:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
30th September, 1858		1001 83
23rd July, 1859		354 20
1st February, 1860	3139 00	
26th December, 1860	517 43	
2nd March, 1861	1200 00	
25th January, 1862	2484 00	
8th February 1862	1 40	
26th January, 1863	4673 35	
27th November, 1863	4200 00	
3rd January, 1865	2000 00	
16th March, 1865	2000 00	
2nd March, 1865	1600 00	
1st December, 1865	2656 85	
20th December, 1865	4424 00	
24th December, 1866	4429 15	
27th January, 1868	3961 00	
13th March, 1869	4159 23	
24th March, 1870	4895 25	
Cash	46340 66	1356 08
Ex Clergy Reserves	1356 08	
Total	47696 74	

TOWN OF ST. CATHARINES.

In 1853, this town borrowed $190,000, to be expended on the Dalhousie and Welland Railway and on carriage roads in its vicinity, and the St. Catharines and Welland Canal Gas Light Company.

Between 1853 and February, 1856, the Municipality paid.....	$22,274 85
And from October, 1856, to July, 1859, was credited from Clergy Reserves with	12,483 45
Total payments.....	$34,758 30

The Treasurer of St. Catharines has furnished a statement, given below, of the

several investments made by the town, and the results of these investments. The rate of taxation, it will be observed, is on the increase, comparing the years 1862–3–4 and 1869–70–71.

On annual value.		On actual value.		On annual value.
1862 - -	17¾	1869 - -	1.60 - -	26.66
1863 - -	19¾	1870 - -	1.50 - -	25.00
1864 - -	19½	1871 - -	1.60 - -	26.66

This town is in arrear for interest $188,527.43. The annual value of its assessable property in 1858 was $171,047, and in 1871, $158,475. It would require an annual payment of $13,300 to meet 5 per cent. interest and 2 per cent. sinking fund on the loan. Five cents in the dollar on the assessment of 1858 produces $8,552.35. The town has made no payments since 1856.

Statement shewing the amount borrowed from the Municipal Loan Fund, and the manner applied by the Municipality of the town of St. Catharines, also the position of such loans.

Amount borrowed, $190,000, applied as follows, viz.:—

Stock in the St. Catharines and Suspension Bridge Road Company*.....	$ 2,000 00
" St. Catharines and Merrittville Road Company*	12,000 00
" St. Catharines and Queenston Grimsby Road Company*.....	11,200 00
" Port Dalhousie and Thorold Welland Railway Company*..... (The Municipality have $100,000 additional stock in said Company.)	100,000 00
" St. Catharines and Welland Canal Gas Light Company.....	26,000 00

	Revenue.	Expenditure.
1860 -	$2,860 00	$2,860 00
1862 -	2,340 00	3,186 24
1863 -	1,273 34	.....
1864 -	1,066 66	715 55
1865 -	780 00	1,398 00
1866 -	1,560 00	2,281 26
1867 -	1,690 00	2,065 00
68–9 -	2,340 00	3,748 39
1870 -	1,950 00	1,770 50
	Revenue...$15,860 00	Expenditure...$18,024 94

Loan to the St. Catharines and Pelham Road Company†	12,000 00
Applied to General Purposes	26,800 00
Total.....	$190,000 00

* No revenue derived and stock worthless.
† Road sold by Sheriff in 1862.

The following is a statement of the payments made by the Municipality on account of the loan, with dates up to the First of January, 1871 :—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
31st December, 1853	4 18	
6th July, 1854	2832 87	
31st January, 1855	4000 00	
12th March, 1855	1520 00	
16th May, 1855	480 00	
5th November, 1855	6000 00	
22nd February, 1856	7437 80	
17th October, 1856		7818 92
31st December, 1857		2273 55
30th September, 1858		1751 22
27th July, 1859		639 76
Cash	22274 85	12483 45
Ex Clergy Reserve	12483 45	
Total	34758 30	

TOWNSHIP OF STANLEY.

In 1853, this township borrowed under the Municipal Loan Fund $10,000, which it expended in local improvements. The total payments on account of loan, to January, 1871, amount to $13,114.75, and it has to the credit of its sinking fund $6,117.44. Further particulars cannot be given, as the data are not at hand. The following is a statement of the payments made by this municipality on account of its loan, with dates up to the First of January, 1871:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
17th July, 1854	498 63	
24th February, 1855	400 00	
3rd August, 1855	400 00	
7th January, 1856	400 00	
30th June, 1856	400 00	
31st December, 1856	400 00	
6th October, 1857	15 28	
30th September, 1858		786 60
27th July, 1859		272 36
12th December, 1859	1203 36	
30th April, 1861	1099 01	
31st December, 1861	778 46	
4th February, 1863	843 04	
6th February, 1863	1 83	
23rd January, 1864	816 18	
7th January, 1865	800 00	
12th January, 1866	800 00	
17th May, 1867	800 00	
11th February, 1868	800 00	
25th February, 1869	800 00	
17th February, 1870	800 00	
Cash	12055 79	1058 96
Ex Clergy Reserve	1058 96	
Total	13114 75	

TOWN OF SIMCOE.

This town, in 1853, borrowed under the Municipal Loan Fund $100,000, which it invested in the stock of the Woodstock and Lake Erie Railway and Harbour Company. It proved a total loss. For further explanations as to this loan and investment, see Township of Norwich, p. —.

The total payments made on account of this loan to date are $13,899.01. The interest in arrear amounts to $106,094.50. There is no means at hand by which the assessment of 1858 can be given. The annual value of the assessable property in the town in 1864 was $25,535, and in 1871, $29,899. During the intervening years it averaged between $25,500 and $26,500. Simcoe would require to pay annually $7,000 to meet 5 per cent. interest and 2 per cent. sinking fund on its indebtedness. Five cents in the dollar on the assessment of 1871 would produce only $1,494.95. This town has made no payments since 1856.

The following is a statement of its payments in detail, with dates up to the First of January, 1871:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
9th March, 1855	2636 52	
2nd September, 1856	8000 00	
31st December, 1856		1927 22
4th June, 1857		653 77
30th September, 1858		514 74
27th July, 1859		166 76
Cash	10636 52	3262 49
Ex Clergy Reserves	3262 49	
Total	13899 01	

THE TOWN OF STRATFORD.

In 1854, Stratford borrowed $100,000, which it advanced to the Buffalo, Brantford and Goderich Railway Company, on the security of its bonds. These bonds, after being held by the town for a period of about three years, were sold, and realized from 85 to 92½ per cent, and the proceeds were expended on a market house, the construction of the Mornington Road, and in improving the streets of the town. Of these investments, the market house alone yields a revenue, from four stores, being portions of the building.

The total payments made by the Municipality are	$30,249 19
Credited ex Clergy Reserves	2,283 92
Total	$32,533 11

It is now in arrear for interest in the sum of $85,650 41.

For the last nine years the Municipality has made its payments on the reduced scale of five cents in the dollar of the assessment of 1858. The annual value of its assessable property in 1858 was $58,943, and in 1871 $54,367. Five cents in the dollar on the assessment of 1858 produces $2,947.15. Were the town to pay 5 per cent interest and 2 per cent sinking fund on its loan, its annual payment would be $7,000.

The following is a statement of its payments in detail, with dates up to the First of January, 1871:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
30th January, 1855	2980 82	
17th October, 1856		1383 22
23rd July, 1857		393 55
31st December, 1857		507 15
7th July, 1858	400 20	
27th July, 1859	220 88	
28th December, 1859	2947 15	
12th January, 1861	2947 15	
10th February, 1863	2000 00	
23rd March, 1863	1123 98	
14th January, 1864	2947 15	
11th July, 1865	1000 00	
23rd February, 1866	1770 32	
28th February, 1866	1500 00	
7th January, 1867	4464 64	
26th May, 1868	1000 00	
17th February, 1869	2000 00	
28th February, 1870	2947 00	
Cash	30249 19	2283 92
Ex Clergy Reserves	2283 92	
Total	32533 11	

TOWNSHIP OF WINDHAM.

In 1853, this township borrowed, under the Municipal Loan Fund, $100,000, which it invested in the stock of the Woodstock and Lake Erie Railway and Harbour Company. The investment proved an entire loss. The whole undertaking collapsed. The Company, after doing considerable work on the line of the Railway, passed into hopeless insolvency, and the whole enterprise has been finally, and so far as can be judged, forever abandoned. Windham, Woodhouse, Simcoe, Woodstock and Norwich, which together raised under the Municipal Loan Fund $580,000, all of which was invested in the stock of this Company, have not only entirely lost their money without the remotest hope of ever receiving any of it back, but have failed to secure the indirect advantage of the completion of the Railway or any part or portion of it. For further explanation in respect of the indebtedness of Windham, see the Township of Norwich, page —. Up to this date, Windham has paid in all $15,528 42, its last payment having been made in 1856. From that time to 1860, the Clergy Reserve money coming to it was retained and applied by the Government on its indebtedness. Its arrears for interest now amount to $103,236.93. The annual value of its assessable property in 1858 has not been returned. In 1864 it was $44,360; in 1871 it was $48,565. Five cents in the dollar on this latter assessment produces $2,218.80. The annual payment to meet 5 per cent. interest and 2 per cent. sinking fund would be $7,000.

The following is a statement of its payments on account of its loan, in detail, with dates up to the First of January, 1871:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
9th March, 1855	2636 52	
2nd September, 1856	8000 00	
31st December, 1856		2864 82
31st December, 1857		972 90
30th September, 1858		787 98
27th July, 1859		266 20
Cash	10636 52	4891 90
Ex Clergy Reserves	4891 90	
Total	15528 42	

TOWNSHIP OF WOODHOUSE.

In 1853 this township borrowed $80,000, and invested it in the stock of the Woodstock and Lake Erie Railway and Harbor Company. It became a total loss. For explanations, see Township of Norwich, p. , and Township of Windham, p. . The total amount paid by this Municipality on account of its loan, up to this date, is $16,922 90. Its last payment was made in 1856. Since that time it has paid nothing, except that the Government from that period to 1860, retained and applied the Clergy Reserve money coming to the township on account of the loan. Its total arrears for interest now amount to $79,928.32. The annual value of its assessable property in 1858 is not at hand. In 1864 it amounted to $46,183.80, and in 1871 to $50,244. Five cents in the dollar on the assessment of 1871 produces $2,512.20. The annual payment required to meet 5 per cent. interest and 2 per cent. sinking fund on the loan, would be $5,600.

The following is a statement of payments in detail, with dates up to the First of January, 1871:—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
30th June, 1854	2963 28	
9th March, 1855	3234 72	
2nd September, 1856	6400 00	
31st December, 1856		3188 92
30th September, 1858		868 02
27th July, 1859		267 96
Cash	12598 00	4324 90
Ex Clergy Reserves	4324 90	
Total	16922 90	

TOWN OF WOODSTOCK.

In 1853, this town borrowed, under the Municipal Loan Fund, $100,000, which it invested in the stock of the Woodstock and Lake Erie Railway and Harbour Company. Its investment became an entire loss, and the work in aid of which the stock was taken has been abandoned, and there is no probability it will ever be resumed. The Company is hopelessly insolvent, and the whole undertaking has collapsed never to be revived. For further explanations see Township of Norwich, page , Township of Windham, page , and Town of Simcoe, page . The amount paid by this Municipality on its loan to this date is $22,285.31. The interest in arrear on the loan amounts at this date to $97,460,73. The annual value of its assessable property in 1864 was $46,651, and in 1871 $54,267, that of 1858 is not at hand. Five cents in the dollar on the assessment of 1871 produces $2,713.35. The payment required to meet 5 per cent. interest and 2 per cent. sinking fund on its loan would be $7,000. The town has made no payments since 1856. Between that year and 1860, the Government retained and applied the Clergy Reserve money coming to the town on account of its loan.

The following is a statement of the payments made by this Municipality in detail, with dates up to the First of January, 1871 :—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
30th June, 1854	3441 10	
9th March, 1855	4043 40	
2nd September, 1856	8000 00	
31st December, 1856		3964 43
31st December, 1857		1407 60
13th July, 1858		1105 38
27th July, 1859		323 40
Cash	15484 50	6800 81
Ex Clergy Reserves	6800 81	
Total	22285 31	

TOWNSHIP OF WAINFLEET.

In 1853 this township borrowed under the Municipal Loan Fund $20,000, which it invested in the stock of the Buffalo, Brantford and Goderich Railway Company, and which became an entire loss, and was wiped out on the re-organisation of the affairs of the Buffalo, Brantford and Goderich Railway Company by the incorporation of the Buffalo and Lake Huron Railway Company, in 1856.

The total payments made by this municipality to this date amount to $28,565.18, and it has to the credit of its sinking fund $14,559.05. It has always kept its interest and sinking fund paid up in full. The annual value of its taxable property in 1858 was $45,503.76, and in 1871 $46,248. Five cents in the dollar on the assessment of 1858 produces $2,275.18, while the annual payment for 5 per cent. interest and 2 per cent. sinking fund on its loan is $1,400.

The following is a statement of the payments made by this Municipality on account of its loan in detail, with dates up to the First of January, 1871 :—

Date.	Cash Payments.	Ex Clergy Reserves.
	$ cts.	$ cts.
31st December, 1853	9 14	
9th January, 1854	1133 15	
17th July, 1854	200 00	
2nd September, 1854	600 00	
3rd February, 1855	200 00	
5th February, 1855	604 00	
20th July, 1855	700 00	
10th December, 1855	903 00	
3rd January, 1856	1 00	
1st September, 1856	500 00	
20th December, 1856	327 15	
31st December, 1856	800 00	
29th December, 1857	187 62	
1st December, 1857	619 73	
31st December, 1857	800 00	
14th August, 1858		481 62
31st December, 1858	1127 00	
31st December, 1859	1615 38	
19th January, 1861	950 00	
12th March, 1861	100 00	
13th March, 1861	315 31	
16th August, 1861	475 20	
10th March, 1862	1100 00	
23rd February, 1863	1999 19	
3rd September, 1863	219 60	
4th January, 1864	1380 40	
22nd October, 1864	158 34	
23rd January, 1865	1479 66	
8th February, 1866	1625 27	
23rd January, 1867	1600 00	
31st January, 1868	1298 00	
5th February, 1868	255 42	
10th January, 1869	222 50	
15th January, 1869	1377 50	
7th January, 1870	1600 00	
13th December, 1870	1600 00	
Cash	28083 56	481 62
Ex Clergy Reserves	481 62	
Total	28565 18	

The foregoing contains a brief review of the several loans effected by Municipalities in Upper Canada, under the Municipal Loan Fund Act. It is hoped that it will supply all the information sought for by the "Returns" passed during the last Session of the late Legislature. Great difficulty has been experienced in obtaining, by correspondence, that full and accurate information necessary to make a complete report on all the circumstances and facts incident to each loan, and necessary to be known and considered in forming a correct judgment as to the ability of each Municipality to meet its obligations, and as to the expediency and justice to the non-borrowing and non-defaulting Municipalities of making any abatement (and if any, to what extent) from its original liability. However, in so far as the materials obtained would permit, these facts and circumstances have been embodied in the foregoing report.

E. B. WOOD.

Treasury Office,
Toronto, 1st December, 1871.

Return from the *Long Point* Company, showing the names and places of residence, the number of shares, and the amount of such shares, held by each shareholder in said *Long Point* Company; the names and residence of each person holding a license, or otherwise having a right to hunt, fish, or shoot upon the premises of the said Company; the number of acres of land, marsh or water owned or claimed in *Long Point,* with the names of their directors and officers, with a copy of their license or licenses, from the Department of Marine and Fisheries of *Canada,* to take fish on Lake Erie or *Long Point* Bay or adjacent waters; the quantity and value of the several kinds of fish, furs and game of all kinds taken by said Company, or their lesses, during the years 1869 and 1870. (*Not Printed.*)

STATEMENT

Of the Returns forwarded to the Office of the Provincial Secretary, of all Fees and Emoluments received by the Registrars of Ontario for the year 1871, made in accordance with the provisions of the Statutes of Ontario, 31 Vic., cap. 20, sec. 74.

By Command,

PETER GOW,
Secretary.

STATEMENT of the Returns forwarded to the office of the Provincial Secretary of all Fees and Emoluments received by the Registrars of Ontario for the year 1871, made in accordance with the provisions of Statutes of Ontario, 31 Vic., cap. 20, sec. 74.

(*With which are contrasted receipts of the same nature in* 1869 *and* 1870.)

OFFICE.	REGISTRAR.	No. of Municipalities in the District.	No. of Instruments registered during the year 1871.	No. of Instruments registered during the year 1870.	Amount of Fees Received under the Tariff as allowed by Sub-Sections 1 to 13 of Section 70 of the Act.							Gross Amount of Fees Proper, 1871.	Gross Amount of Fees Proper, 1870.	Gross Amount of Fees Proper, 1869.
					Total for Registrations under Sub-secs. 1, 6, 9, 12, 13.	For Searchers, Sub-secs. 2, 3, 11.	For Abstracts, Sub-sec. 4.	For Certificates, Sub-sec. 5.	For Affidavits and Oaths, Sub-sec. 10.	*Special Receipts.* For Abstract Indices, Sub-sec. 8.	*Special Receipts.* For work connected with transfer of instruments, and paid for by County Treasurer, Sub-sec. 7.			
		1	2	3	4	5	6	7	8	9	10	11	12	13
					$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1. Algoma District	John Savage	*Not received.*										104 35	104 35	64 90
2. Brant	T. S. Shenston	7	1770	1745	2544 75	190 50	443 10	32 25	13 00			3223 60	3153 20	3006 10
3. Bruce	John McLay	17	2715	2442	3639 50	281 90	1259 85					5181 25	4692 25	4674 90
4. Carleton	Edward Sherwood	12	1543	1351	2242 45	292 60	379 15	49 50				2963 70	2633 95	2692 65
5. Dundas	John Pliny Crysler	6	873	756	1170 55	27 60	26 00		26 00			1250 15	1164 15	1146 80
6. Durham, East Riding	George M. Ward	4	994	894	1450 65	120 08	203 00					1773 73	1621 99	1432 70
7. ——— West Riding	Robert Armour	5	789	757	1226 80	120 55	368 65	17 10				1733 10	1604 49	1597 05
8. Elgin	John McKay	9	2728	2185	3678 45	468 45	458 20	3 50	5 25			4613 85	3700 20	3292 05
9. Essex	John A. Askin	14	2448	1749	3204 69	382 34	364 80	6 75	9 00			4017 78	3158 90	3044 19
10. Frontenac	James Durand	17	1080	875	1556 00	231 70	96 70	18 25	5 25	200 00	402 30	1907 90	1695 30	1965 50
11. Glengarry	Alexander McKenzie	5	412	417	5086 30	100 28	51 90	5 00	43 90			787 38	770 33	693 59
12. Grenville	William J. Scott	8	1101	1207	1464 50	77 10	122 25	16 50	6 25			1686 60	1450 88	1355 25
13. Grey, North Riding	Thomas Lunn	18	2898	2998	3893 20	126 80	1194 10	54 75	1 00			5269 85	5417 35	5407 95
14. —— South Riding	Thomas Lauder	8	516		632 70	25 30	207 55	14 25		*Set apart July* 27		879 80		
15. Haldimand	A. P. Farrell	13	1552	1012	1903 61	518 36	235 83	1 50	16 00			2675 30	1865 78	1899 15
16. Halton	Thomas Racey	7	1209	1179	1651 35	312 30	159 90	21 00	1 25			2145 80	2101 10	1721 95
17. Hastings	W. H. Ponton	30	2922	2144	3483 20	307 85	455 79	72 00				4328 84	3642 51	3237 90
18. Huron, North Riding	William T. Hays	10	485			28 25	123 20	6 65		*Set apart Oct.* 1.		839 20		
19. ——— South Riding	James Dickson	18	3439	3530	4463 05	246 80	784 00	34 45	5 00			5533 30	6103 44	5920 20
20. Kingston, City			350	374	558 00	99 35	34 00	5 75	25 90		642 88	723 00	631 81	551 40
21. Kent	Peter D. McKellar	14	3681	2641	4947 36	427 24	998 84	11 50	15 95			6400 89	4872 67	4501 41
22. Lambton	Thomas W. Johnston	13	3462	2900	4419 40	678 95	720 70	8 00	6 75			5833 80	5131 12	4655 82
23. Lanark, North Riding	John Menzies	7	659	659	982 85	52 50	33 70	1 50	6 25			1076 80	1006 00	700 21
24. ——— South Riding	James Bell	10	915	782	1335 60	159 50	67 75	11 25	6 00			1580 10	1377 05	1340 20
25. Leeds	Ormond Jones	13	1628	1440	2369 81	114 80	213 90	6 00	25 50			2730 01	2424 16	2729 77

26. Lennox and Addington	M. P. Roblin	12	1267	1257	1745 65	168 70	258 65	4 45	2 50			2179 95	2200 85	2048 05
27. Lincoln	John Powell	10	1777	1534	2603 50	90 35	310 70					3004 55	2735 46	2534 85
28. London, City	W. C. L. Gill	1	1191	1172	1660 71	294 40	156 80					2111 91	1963 53	1120 22
29. Middlesex, E. & N. R.	James Ferguson	10	4082	4453	5454 95	518 05	1036 68	1 50	10 00			7021 18	7450 06	6659 90
30. ——— W. R.	Stephen Blackburn	7	508	4052	708 85	34 49	186 35	11 00	1 50	*Set apart July* 22.		942 19		
31. Muskoka	C. W. Lount	7	266	125	396 45		69 69		44 45			510 59	228 65	228 65
32. Nipissing	John Doran		4	6	5 60			25				5 85	9 15	2 80
33. Norfolk	F. L. Walsh	8	1914	1857	2723 44	249 03	173 03					3146 17	2488 48	2259 87
34. Northumberland, E. R.	J. M. Grover	7	1234	1090	1676 45	110 70	499 70	21 25	17 00			2325 10	2028 76	1965 75
35. ——— W. R.	W. H. Eyre	5	921	870	1328 53	163 15	418 25	1 50	1 50			1912 93	1859 40	1673 61
36. Ontario	John Ham Perry	13	2324	2328	3199 15	429 30	875 30	66 25	50			4570 50	4566 41	4438 30
37. Ottawa, City	Alexander Burritt	1	1138	875	1783 15	330 80	247 85	56 00		2000 00	437 50	2417 80	1679 65	1922 00
38. Oxford	James Ingersoll	14	2954	2910	3995 42	293 00	1200 09	22 50	11 75			5522 76	5201 94	5242 25
39. Parry Sound District	Patrick McCurry	*Not received.*												
40. Peel	D. F. Campbell	7	1306	1376	1901 94	111 45	447 67	4 50	50			2466 06	2700 81	2364 20
41. Perth, North Riding	William Robb	15	2277	2499	3144 15	277 67	649 85	26 65				4098 32	4262 75	4639 30
42. ——— South ———	Patrick Whelihan	7	325		392 55	39 55	138 40	20 30		*Set apart Oct.* 1.		590 80		
43. Peterborough	Charles Rubidge	33	1492	1317	2357 75		486 95	8 00				2852 70	2315 10	2333 20
44. Prescott	John Higginson	8	756	708	1014 65	60 35	29 00	7 80	25			1112 05	1063 60	1043 40
45. Prince Edward	J. P. Roblin	9	994	1015	1398 51	118 68	189 72		27 50	465 00		1734 41	1731 54	1756 97
46. Renfrew	Andrew Irving	23	914	855	1214 70	164 52	110 25	7 75	1 00			1495 22	1339 90	1149 15
47. Russell	James Keays	4	471	255	704 34	9 50	85 55		62 40			861 79	422 80	358 50
48. Simcoe	George Lount	23	4929	4284	6613 94	548 07	530 67					7692 68	6855 70	6598 14
49. Stormont	John Copeland	5	609	523	849 45	110 25	73 05	5 50	17 00			1055 25	890 68	616 38
50. Thunder Bay District	Delavan Van Norman	*Not received.*												
c51. Toronto, City	Charles Lindsey		3968	3497	6154 90	1146 03	296 70	238 35				7835 98	6848 54	5186 92
52. Victoria	H. Dunsford	17	2427	1940	3239 30	173 38	759 78					4172 46	3349 29	3144 00
53. Waterloo	D. McDougall	11	1611	1500	2214 20	221 40	302 60	39 75	10 25			2788 20	2361 09	2733 45
54. Welland	D. D'Everardo	14	1733	1464	2571 58	564 62	784 21		1 50			3921 91	3445 03	2983 54
55. Wellington, N. Riding	John Anderson	7	346		488 20	52 05	108 65	4 50	50	*Set apart Oct.* 1.		653 90		
56. ——— S. and C. ———	James Webster	19	3761	3345	4871 87	435 70	1236 85	119 40	1 50			6665 32	6134 05	5788 31
57. Wentworth	John H. Greer	10	4143	3122	4867 53	256 84	1626 71	11 25	17 50			6779 83	5919 21	4410 61
58. York, South Riding	John Ridout	6	1791	1705	2743 60	387 56	395 70	51 25	6 95		6 25	3591 31	3262 34	3508 38
59. ——— North ———	James J. Pearson	8	1275	1188	1776 25	208 50	270 16	10 60				2265 51	2193 20	2264 32
Totals	*Instruments Registered*		94907	83107								$167565 26	$147830 95	$138606 66
			1871	1870								1871	1870	1869

NOTE.—The Offices may be generally classified as under :—

RECEIPTS—

Over $7,500 :—Toronto and Simcoe.

Over $7,000 and under $7,500 :—North and East Ridings Middlesex.

Over $6,500 and under $7,000 :—Wentworth, and S. and C. R. Wellington.

Over $6,000 and under $6,500 :—Kent.

Over $5,500 and under $6,000 :—Huron, S.R., Lambton, and Oxford.

Over $5,000 and under $5,500 :—Bruce and N.R. Grey.

Over $4,000 and under $5,000 :—Victoria, Ontario, Hastings, Grenville, N.R. Perth, and Elgin.

Over $3,000 and under 4,000 :—Welland, Essex, Lincoln, Norfolk, Brant, S. York.

Over $2,000 and under $3,000 :—Leeds, Haldimand, Waterloo, E. Northumberland, London, Peel, Peterborough, Lennox and Addington, Carleton, Ottawa, N. York and Halton.

The Receipts of the remaining offices are under $2,000, but of this number five make returns for only a broken period of the year. The expenses of the several offices are not asked for in this return of fees,—in fact, the office expenditure of Registrars bears no fixed proportion to their work and receipts. A certain expenditure

[TURN OVER.

is necessarily incurred in all offices; but what the fair *minimum* applicable to each may be is a conclusion that would not be arrived at by a return on the subject. It is known that some Registrars, (and that in offices above the average value,) themselves do all the work that is not mere copying, and in other cases the higher duties are performed by a well-paid deputy. An outlay beyond the necessary *minimum* may be owing to ill-health or merely to disinclination to work on the part of the Registrar; but to a great degree is a matter within his own option. The column headed "Special Receipts," (Nos. 9 and 10) are excluded from the calculation of fees proper, the stipulated payments for such services which are temporary, having been based upon the estimated actual cost to the Registrars.

The total number of instruments registered in 1871 shows an increase of 11,800 over the number for 1870, and of 17,875 over that of 1869.

The total amount of fees received in 1871 shows an increase under that head of $19,734 31 over the amount returned in 1870, and of $28,958 60 over that for 1869.

The purchase of right of way by Railway Companies continues to be the temporary cause of increased revenue in some localities, and it may be presumed that when that ceases to be an assigned cause, the location of the Lines will still produce at least an equal effect, operating as they will upon the opening up of the country with consequent settlement and sales taking place along the roads. Speculation in Oil, Salt, or Mining Lands is the alleged reason in other offices. In the great majority of cases the increase, however, is ascribed to general prosperity, resulting in the more active transfer of real estate for building or agricultural purposes.

The return from Algoma not having been received, the spaces for that district are left blank, but in carrying out the totals the office is credited with the same amount as in 1870, in order that the nearest possible approach may be made to correct aggregates and averages for the respective years.

PETER GOW,
Secretary.

DETAILED STATEMENT

Of all Bonds and Securities recorded in the Provincial Registrar's Office since the last Return submitted to the Legislative Assembly upon the 4th of January, 1871, made in accordance with the provisions of Statute of Ontario, 32 Vic., Cap. 29.

Presented by Command of His Excellency the Lieutenant-Governor.

PETER GOW,

Secretary.

Provincial Secretary's Office,
26th January, A.D. 1872.

DETAILED STATEMENT of all Bonds and Securities registered in the Provincial Registrar's Office since last Return submitted to the Legislative Assembly, made in accordance with 32 Vic., Cap. 29, Sec. 15.

Name of Principal.	Office of Appointment.	Names and Residences of Sureties in Bond.	Name and Residence of Sureties in Covenant.	Penalty in Bond.	Penalty in Coven't.	Date of Bond.	Date of Covenant.	REMARKS.
				$ cts.	$ cts.			
Stephen Blackburn, Glencoe	Registrar of W. R. of Middlesex			4000 00	4000 00	22 July, 1871	22 July, 1871	
		Charles Chapman, City of London	Herman Waterman, City of London	2000 00	2000 00			
		Edward W. Harris do	John Elliott do	2000 00	2000 00			
Samuel Robb, Senr., Stratford	Registrar of N. R. of Perth			4000 00	4000 00	20 Sep., 1871	20 Sep., 1871	
		Joseph Salkeld, Township of Downie	Thomas Orr, Township of Downie	2000 00	2000 00			
		William McEwan do	Jno. Dempsey, Tp. of Ellice	2000 00	2000 00			
William T. Hays, Blyth	Registrar of N. R. of Huron			4000 00	4000 00	29 " "	29 " "	
		Hugh Johnston, Town of Goderich	James Hayes, Township of McKillop	2000 00	2000 00			
		Darius Doty do	Thomas E. Hayes do	2000 00	2000 00			
John Anderson, Arthur	Registrar of N. R. of Wellington			4000 00	4000 00	21 " "	21 " "	
		William Broddy, Brampton	Manassah Leeson	2000 00	2000 00			
		Thomas Jull, Orangeville	Hugh Haley	2000 00	2000 00			
Patrick Whelihan, St. Marys	Registrar of S. R. of Perth			4000 00	4000 00	20 " "	30 " "	
		William V. Hutton, St. Marys	John West, Township of Blanchard	2000 00	2000 00			
		Patrick Horner do	Francis McCracken do	2000 00	2000 00			
Charles Lindsey, Toronto	Registrar of City of Toronto				4000 00		1 April, '71	
			B. W. Gossage,* Cy. Toronto		2000 00			
John A. Askin, Sandwich	Registrar of Essex			4000 00		1 Dec., 1871		* Substituted in the place of John Vickers.
		Theo. Girardot, Town of Sandwich		2000 00				
		Alexander Cameron, City of Toronto		2000 00				
Alexander S. Kirkpatrick, Kingston	County Attorney of Frontenac			2000 00		1 Dec., 1870		
		Helen Kirkpatrick,* City of Kingston		1000 00				* Substituted in the place of James Macpherson.
		Horatio Yates do		1000 00				

Geo. Green, Brampton	County Attorney of Peel			1000 00		8 Mar., 1871		
		William R. Thistle, Aylmer P.O		500 00				
		Wm. McCulla, Brampton		500 00				
John Ban McLellan, Cornwall	County Attorney of Stormont, D. & G.			1000 00		12 Dec., 1870		
		Alex. B. McLennan, Tp. of Charlottenburgh		500 00				
		Donald B. McLennan, T'wn of Cornwall		500 00				
Michael Hayes, Stratford	County Attorney of Perth			1000 00		17 Mar., 1871		
		John Robb,* Stratford		500 00				* Substituted in the place of Andrew Monteith.
		William B. Wilson† do		500 00				† Substituted in the place of Thomas Stoney.
D. W. Ross, Walkerton	County Attorney of Bruce			1000 00		20 Nov., 1869		
		Alexander Ross, Township of Zorra		500 00				
		James A. Ross do		500 00				
Henry A. Hardy, Simcoe	County Attorney of Norfolk			1000 00		7 Dec., 1869		
		John Ryerson, Town of Brantford		500 00				
		Thomas W. Clark, Township of Townsend		500 00				
James C. Morrow, Barrie	Deputy Cl'k of Crown, County of Simcoe			1000 00		28 April, '70		
		David Morrow, Barrie		500 00				
		Alexander Hamilton do		500 00				
John McBeth, London	Deputy Cl'k of Crown, Middlesex			1200 00		5 Jan., 1871		
		Alex. Anderson, London		600 00				
		Andrew Cleghorn do		600 00				
John R. Gemmill, Sarnia	Deputy Cl'k of Crown, Lambton			1000 00		8 June, 1870		
		William B. Clark, Sarnia		500 00				
		Robert S. Gurd do		500 00				
Frank Evans Marcon, Sandwich	Deputy Cl'k of Crown, Essex			1000 00		17 Jan., 1871		
		Wm. F. Cowan, Sandwich		500 00				
		Arthur Rankin, Thornfield		500 00				
Peter O'Reilly, Sen., Kingston	Deputy Cl'k of Crown, Frontenac			1200 00		30 Dec., 1870		
		John Breden, Kingston		600 00				
		William Ford, Jun. do		600 00				
Peter O'Reilly, Kingston	Deputy Cl'k of Crown, Frontenac			1000 00		18 Nov., 1871		
		Samuel Muckleston, Kingston		500 00				
		Peter R. Henderson do		500 00				

DETAILED STATEMENT of all Bonds and Securities registered in the Provincial Registrar's Office since last Return submitted to the Legislative Assembly, made in accordance with 32 Vic., Cap. 29, Sec. 15.—*Continued.*

Name of Principal.	Office of Appointment.	Name and Residence of Sureties in Bond.	Name and Residence of Sureties in Covenant.	Penalty in Bond.	Penalty in Coven't.	Date of Bond.	Date of Covenant.	REMARKS.
				$ cts.	$ cts.			
Richard D. Chatterton, Cobourg	Deputy Cl'k of Crown, Northumberl'd & D.			1000 00		23 April, '70		
		John H. Dumble, Cobourg.		500 00				
		Frederick W. Barron, do		500 00				
James C. Morrow, Barrie	Surrogate Registrar of Simcoe			400 00		30 Mar., 1870		
		Alexander Smith, Township of Vespra		200 00				
		George Plaxton, Barrie		200 00				
John R. Gemmill, Sarnia	Surrogate Registrar of Lambton			800 00		10 June, 1870		
		Richard Hall, Sarnia		400 00				
		Daniel Mackenzie do		400 00				
Charles B. Secord, St. Catharines	Surrogate Registrar of Lincoln			800 00		2 April, '70		
		Richard Miller, St. Catharines		400 00				
		John Charles Clark do		400 00				
Frank E. Marcon, Sandwich	Surrogate Registrar of Essex			800 00		5 Nov., 1870		
		Thomas McKee, Sandwich.		400 00				
		Thomas H. Wright do		400 00				
John McBeth, London	Surrogate Registrar of Middlesex			1000 00		5 Jan., 1871		
		William Glass, London		500 00				
		James Griffiths do		500 00				
Peter O'Reilly, Kingston	Surrogate Registrar of Frontenac			1000 00		18 Nov., 1871		
		Michael Flanagan, Kingston		500 00				
		William Breden do		500 00				
Peter O'Reilly, Sen., Kingston	Surrogate Registrar of Frontenac			1000 00		30 Dec., 1870		
		Michael Flanagan, Kingston		500 00				
		George A. Kirkpatrick do		500 00				
Roderick McDonald, Cornwall	Surrogate Registrar of Stormont, D. & G.			800 00		29 Mar., 1870		
		Donald B. McLennan, Cornwall		400 00				
		John B. McLennan do		400 00				

John Twigg, Picton.	Surrogate Registrar of Prince Edward			800 00		14 Apl., 1870		
		James S. McCuaig, Picton.		400 00				
		William McGowan do		400 00				
Benjamin W. Smith, Barrie	Sheriff of Simcoe			6000 00	6000 00	18 June, 1870	14 June, 1870	
		David Soules, Township of Innisfil	George F. Warnica, Township of Innisfil	3000 00	3000 00			
		Joseph Bogart, Newmarket	William H. Hewson do	3000 00	3000 00			
		Robert Leadlay, Township of Vespra	Robert Simpson, Barrie	2000 00	2000 00			
James Ross, Toronto	Clerk of Stamp and Licenses			5000 00		27 May, 1871		
		Augusta E. Ross,* Toronto		5000 00				* Substituted in place of Hon. John Ross.
John M. Hamilton, Sault Ste. Marie	Agent of Provncl. Treasurer collecting taxes, Algoma			6000 00		28 Nov., 1871		
		Clarke Hamilton, Kingston		3000 00				
		Herchmer Hamilton do		3000 00				
John Bowker, Bruce Mines	Crown Land Agent			1000 00		25 Sep., 1871		
		Thomas Markes, Algoma		1000 00				
		John Marks do		1000 00				
John Ridout, Toronto	Registrar of S. R. York				4000 00		22 June, 1871	
			George Percival Ridout, Toronto					
Adam Kennedy, Pembroke	Crown Land Agent.			1000 00		14 Sep., 1871		
		John Bell, Pembroke		1000 00				
		Alexander Mackenzie do		1000 00				

Tariff of Fees made by the Judges of the Superior Courts of Common Law, Michaelmas Term, 1871. (*Not Printed.*)

REGISTRAR-GENERAL'S OFFICE,
TORONTO, 23rd December, 1871.

To His Excellency the Honourable WILLIAM PEARCE HOWLAND, *C.B., Lieutenant-Governor of the Province of Ontario.*

The undersigned has the honour to present the second Annual Report upon the Registration of Births, Marriages and Deaths in this Province.

The period under review is the year ended December 31st, 1870.

The first report made to Your Excellency from this office dealt with the half-year ended December 31st, 1869, and the Registrar-General then took occasion to state that "the novelty of the enactments in this country, and the ignorance as yet prevailing with regard to the new duties imposed upon the public, fully accounted for returns which were evidently very defective and short of the true numbers." A hope was expressed, however, that the returns for the year 1870 would show a great improvement in respect of the compliance of the public with the provisions of the Registration Act, and though the returns now under consideration are still very unsatisfactory, there are in some branches of the work unmistakable evidences of progress. The number of registrations for the first half-year was 14,126. The number for the next whole year was 35,109, *i.e.* 6,857 registrations took place over the double of the first half-year.

With reference to the broken period on which the first experiment of Provincial Registration took effect, it may be of interest to state that Registration of Births, Marriages and Deaths in England, as at present carried out, was commenced in England with the reign of the present Sovereign, and the Act came into operation on the first of July, the first returns, therefore, being for a period of six months only, as was the case here.

It may also be observed that the returns for the first half-year in England (the population then being under sixteen millions) showed a record of 371,296 occurrences. The next year's returns exceeded the double of that number by 180,000, which, by subsequent returns, was proved to be a tolerably correct result. The system therefore attained to almost immediate numerical perfection in England; and during the last thirty-five years has been subjected to the many alterations and improvements that men of science, and the highest authorities in political economy, prompted by research and experience, have from time to time been able to devise. "No science," it has been said by one of the most eminent of them, "can furnish to any mind capable of receiving useful information, so much real entertainment, none can yield such important hints for regulating the conduct of individuals, or for extending the prosperity of the State—none can tend so much to promote the general happiness of the species."

In one Province of the Dominion the collection of vital statistics is no new undertaking. In February, 1867, the Registrar-General of Nova Scotia, publishing his annual report, took occasion to mention the gratifying progress then being made towards completeness, and stated that, if the same ratio of improvement were kept up, the registration system might be expected to reach a sound and satisfactory condition within two years. It has been found that, for general purposes, the averages and percentages resulting from the different branches of vital statistics in England, were applicable to calculations made in Nova Scotia. There can be no objection, therefore, to the assumption that they are applicable to Ontario; and it is only from making an approximate estimate of the true numbers that we can judge of the accuracy of the figures returned. At present, however, it is only the striking inaccuracy exhibited in the returns that calls for remark. (See Table E.) No facts whatever of a statistical nature can be deduced from them. The most that can be proved by the returns now published is the relative efficiency of the several municipal clerks, and from the best results obtained we may safely argue the *possibility* of securing a perfectly trustworthy return from the whole Province with the machin-

ery at our command. The collection of vital statistics in Nova Scotia, since Confederation, has been handed over to the charge of the Minister of Agriculture for the Dominion, and in relation to such a transfer, I would here quote the words of the first Report made to your Excellency from this Department, and with the views there expressed upon the subject I am entirely in accord:—

"[While fully admitting the utility of the Registration now inaugurated in this Province, the undersigned cannot but draw His Excellency's attention to the greater and more important benefits which would result from a system of general registration applicable to the entire Dominion. The British North America Act, among the subjects set apart for the exclusive jurisdiction of the Dominion Parliament, enumerates the item 'Census and Statistics.' Though no objection may exist upon constitutional grounds to each Province, at its own expense, informing itself upon the subject of population within its own limits, it is clear, when we view the word statistics in connection with census, that the subject meant to be covered by the item was just the information now being collected in this Province by means of the Registration Act.

"Any argument used in favour of the project as applied to one Province will have ten fold force if the question be as to its application to the United Provinces. Impressed with this idea, the undersigned feels it to be his duty, to make the suggestion that the machinery towards the perfecting of which so much has already been done at Toronto, should be adopted by a Statistical Bureau at Ottawa, and its operation extended to the entire Dominion. As ancillary to the decennial census, the Registrar-General's Annual Reports would be of enhanced value and interest, the comparisons which can now with great advantage be instituted once in ten years, being then annually applicable to the country's growth by natural increase and immigration]."

If in one Province work is being done at the expense of the Dominion, which is n another Province paid for out of the funds of the Provincial Government, an anomaly s presented that, irrespective of the considerations urged in the above extract, would seem to call for Federal legislation upon the subject. It is scarcely to be expected that the Provinces, if left to themselves, will simultaneously pass uniform laws upon this or any other subject, and for all useful purposes there is none more strenuously requiring identity of method and schedule. General satisfaction would be secured by the centralization of all statistical work in a Department specially devoted to that object, and established at Ottawa. In future years it may become a matter for regret that such a step was not taken on the birthday of the new Dominion of Canada. More confidence would be placed in results obtained by an impartial scrutiny of Provincial returns at Ottawa, than in tables published in what might, captiously, but not without some plausibility, be termed a spirit of rivalry between the several Provinces. Moreover, so long as the work has merely reference to the statistics of one Province, it is not of a magnitude to warrant the creation of a distinct and separate Department. During the busy time of the year extra writers are called in, having no previous experience of the work to be done, and the accuracy of their work is thereby greatly endangered. The office of Registrar-General of the Dominion of Canada would be one of great importance, and its sphere of action so extended that special talent could be secured, and a permanent staff of efficient copyists and tabulators would gradually be educated in their labours. Such cannot be the case so long as the duties of a Registrar-General's office are performed in a Department already charged with the general correspondence and records of the Government. No system of registration can supersede the necessity of an actual decennial census in a country where immigration plays an important part in the increase of the population; but the expenditure of time and money incidental to the numbering of the people, when based on an effective registration system, would be reduced to a minimum, and the smaller amount of information to be obtained by enumerators would be attended with a corresponding increase in its accuracy, applicable as well to the handling as to the collection of it. At all intermediate times the Registrar-General's tables, coupled with trustworthy statistics from the Immigration Department, would give the population with sufficient accuracy for practical purposes. A feeling of dissatisfaction is sometimes created when the census gives numbers greatly at variance with a preconceived estimate. The reports of the Registrar-General would serve to keep in check a too sanguine anticipation of results; or to justify

and confirm a suspicion of shortcoming when comparison with the Registrar-General's tables favoured that view.

At this period in the history of vital statistics, it is almost unnecessary to dwell upon the general interest felt among the people of other countries in the publication of returns upon this subject. That this interest has been partially awakened in Canada may be inferred from the unanimous passage of the Act of the Legislature which we have to deal with; but in the meagre results of the working of the Act for the first eighteen months of its existence, some grounds are furnished for the apprehension that the circumstances of a comparatively new country are not so favourable to the growth of a public interest in the matter here, as in the more densely populated districts of older communities, where the regulations upon the subject are more likely to be stringently, and even severely, enforced than in this Province.

At the same time the network of municipal organization which overspreads Ontario, affords no inefficient means for the prosecution of the work, and, coupled with the intelligent obedience that other legislative enactments secure at the hands of our population, should at no late day enable the Department to promise perfectly trustworthy results.

When this step has been gained, public interest will be awakened, and not sooner. In the English newspapers arriving here by each week's mail may be read the English Registrar-General's Report, and summaries for the week ended scarcely twenty days before; and attached to it we read of the contemporaneous occurrences of a kindred nature, in the chief cities of Europe. Even more: the results of registration in New York for a week ended only six weeks previously come back across the Atlantic, gaining additional interest by their juxtaposition and comparison with the tabulated figures of the English Registrar-General.

A comparison of the actual number of registrations with the estimated numbers, shows that about one-third of the births, about two-thirds of the marriages, and about one fifth of the deaths have been registered. In all, 103,526 registrations were to be expected, as against 35,109 made.

Parents, clergymen and medical men are the classes in the community upon whom chiefly devolves the duty of registration. Viewing the tabulated analysis appended hereto as an exponent of the degree of attention paid to the Act by these three classes in their respective totals of Births, Marriages and Deaths, it is not surprising to find that the actual number of Marriages recorded exhibits the nearest approach to the estimated number. The registration of Marriages rests solely with the clergy. But even in their case, there is some cause for dissatisfaction. A glance at the religious denomination of couples married, as given in Table B, shows that the majority of Roman Catholic marriages celebrated in the Province have not been registered. From the census of 1861, it appears that the number of Roman Catholics in this Province was not far below the numbers ascribed to the English, Presbyterian, and Methodist churches respectively. The Roman Catholic marriages therefore, returned in 1870, must be considerably less than one-third of the true numbers celebrated. The objection of the Roman Catholic clergy to register marriages is not one allowed to obtain in other countries where the same law is in force, and the highest authorities of the Church here may be expected to intervene to bring about a compliance with the requirements of the law. In a country favoured with perfect religious freedom it is obvious that no system of registration founded on religious ceremonies alone, as was the old system of Baptisms, Marriages and Burials, can hope to be effective. It is only as a civil obligation that compliance with the Act can be asked from members of all religious denominations, and all ranks of society; and upon this understanding the present Registration law was passed in England. To ascertain facts illustrative of the laws of mortality, the progress of our population, and the salubrity of our climate and occupations, is no mere speculative curiosity. The practical application of the facts elicited must eventually lead to sanitary precautions, which will operate as favourably upon the general health of our large cities, as they will serve to prevent or arrest the progress of the most dangerous epidemics throughout the breadth of our land. There are not wanting in Ontario signs of the necessity that exists for some measures more effective than those now in force for giving protection to the public health, and the way to them could not be better paved than by the publication of facts which would ensure

for such enactments a thankful reception, where only a grudging toleration would be vouchsafed to them under other circumstances. I would here observe that clergymen, though only obliged to report marriages, could also be of immense assistance in reminding parents and others of the necessity of registration, in cases where children are brought to them to baptize, and in cases of deathbed sickness that they have attended.

These remarks bring us to a consideration of the way in which medical men have, during the year under review, conformed to the requirements of the Statute. An amendment to the Act relieved medical attendants from the duty of reporting Births, a task now imposed primarily upon parents, but for practical purposes, it may be said, upon the public. That only one-fifth of the deaths which took place in the Province [the estimate being calculated upon the rate of 21 deaths to every 1000 of the population, one that may fairly be called a low estimate], should have been registered, is sufficient proof of the neglect with which this important measure has been treated by one of the so-called learned professions.

It is known that an unreasonable opposition to the requirements of the Act has been exhibited by many medical men. It is not clearly understood for what reason, or upon what grounds. By one it has been said that he never would register until he was paid for it! It seems but a small expenditure of time and trouble that they are called upon to make for the public good, and it would not be too much to expect that, of all others, medical men should take a professional interest in vital statistics, as illustrating the general laws of health, and the salubrity of our Province. A medical man has only to make return of the cause of death where he is in attendance on the deceased; but, if it is fair to suppose that a medical man is generally summoned in cases of fatal illness or accident, the totals show how very meagre their attention has been to the Registration Act.

The death rate, and consequently the general state of the public health, and the comparative longevity of a people of a country can only be ascertained by means of registration. An insight into the influence of locality or occupation, or other conditions affecting health and life, is not only an object of the greatest possible importance to the political economist, but to the whole body of the people. In England the most eminent members of the Royal Colleges of Physicians and Surgeons have done all in their power to impress upon the profession throughout the kingdom, the duty they are under of assisting the Registrar-General in every possible way. Especially is this the case with regard to their certificates of the cause of death, uniformity of nomenclature being essential in any attempt at classification. In this Province printed slips for the use of medical men have been supplied to every Division Registrar, with injunctions to that officer to distribute them among the practitioners in his division. If the Medical Council of the Province would lend their valuable assistance to the collection of these statistics, and bring all the influence they have to bear upon the medical men throughout the country, no doubt a very important auxiliary would be secured.

It is easy to understand the compunctions that Clerks of Municipalities must feel in prosecuting either clergymen or medical men in their districts, and so, perhaps, alienating friends upon whose favour they depend for continuance in office, and other emoluments. When, in addition, the clerk is badly paid for his registration duties, only a very zealous official would obey the letter of the Statute in that respect. Both medical men and clergymen, however, are, or should be, above screening their neglect under such a safeguard. There may be people, however, in the community not averse to defiance of an official, when they think such a course can be pursued with impunity. An inspector of books and schedules, if appointed, might also be charged with instituting prosecutions, and his duty in this respect could be discharged without fear or prejudice; the portion of the penalty allotted to the prosecution in his case being funded and applied towards the expenses of the Act. The best way to secure a *complete* return of deaths is to amend the Act by the insertion of a clause, forbidding any clergyman or other person to officiate at a funeral, until a certificate from the Division Registrar is produced that due registration of the death has been made in his office. The law in Great Britain, and in most other countries, where registration has been adopted, makes this certificate imperative before interment; and there, as a consequence, periodical bills of mortality can be published, in anticipation of the annual reports. There is another usefulness, too, in a good system of

registration. The exact rates applicable to insurance of life in any country cannot be ascertained, in the absence of an effectual registration of deaths, and classification of causes, ages, &c., nor can the age of an applicant for a policy in any other way be so satisfactorily proved or be so little likely to be questioned, as when a registrar's certificate of birth is procurable. To any system of government annuities, or annuities granted by public companies, the above remarks are equally applicable. At prese t the actuaries of Canada are dependent upon the statistics of other countries in all calculations affecting these rates.

In calling attention to the general neglect of the Act here complained of, it may not be altogether unattended with wholesome effect to specify those divisions, in which the most glaring discrepancy exists between the estimated and the actual return of occurrences. [See Tables E. and F.] Taking the County Towns, the six best returns come from Berlin, Brampton, Guelph, Milton, Simcoe and Woodstock. The six worst returns come from Barrie, Belleville, Cayuga, Ottawa, Perth, and St. Thomas ; for it is safe to say that the differences may be traced rather to the efficiency of the clerks in charge, or to the want of it, than to any startling climatic peculiarities. Among the most significant inconsistencies displayed in the returns from County Towns, attention may be directed to the following : At Cobourg, 53 marriages were registered, and only 9 deaths ; in Belleville, only 4 deaths appear to 64 marriages ; in Chatham, 17 deaths to 104 marriages ; in Kingston, 28 deaths to 124 marriages ; in London, 39 deaths to 179 marriages. If the proper ratio of marriages to deaths be as 8 to 21, the absurdities here quoted would damp the ardor of any, even the most enthusiastic statistician, whose lot it might be to have to deal with returns of so unsatisfactory a nature.

Of the Counties, the six from which the highest proportion of the estimated numbers has been returned are Essex, Haldimand, Norfolk, Peel, Waterloo, and Wellington. The six Counties, or unions of Counties, from which the smallest actual returns are received in relation to the estimated numbers are, Bruce, Grey, Hastings, Lanark Lennox and Addington, and Prescott and Russell. Waterloo is the actual best, and Lanark the worst. To the Clerks of the Peace in these Counties are mainly, if not entirely, attributable their respective places in the list.

It is to be regretted that with few exceptions, the efforts of the local officers, Clerks of the Peace and Clerks of Municipalities, acting in the capacities of District and Division Registrars respectively, to give increased publicity to the requirements of the Act, and by judicious compulsion to gain a more satisfactory observance of it, have been remarkably barren of result. That no efforts at all have been made in many places, the returns bear ample testimony. Among the places where most praiseworthy endeavours have been made, and under exceptional circumstances, it is gratifying to find that the most populous division is conspicuous. The Return sheets from the City Clerk's office at Toronto are entitled to special commendation.

The lack of that zealous co-operation with the Department which can alone promote the growth of a public knowledge of the matter, and educate the community in the true value of the duties they are called upon to discharge, is partly attributable to the illiberal conduct of Municipalities. A public officer who will, in addition to his regular services, take upon himself the zealous discharge of extra ordinary duties, without any additional remuneration, is an exception to the general rule.

When the Legislature abolished the practice of Division Registrars receiving a fee from the informant, and substituted the enactment that "they should be paid such remuneration as the Municipal Council might deem just," it was thought, by the originators of the Act, that a step was being taken which would tend to make registration more popular. The event shows, perhaps, that in relieving the informant of a small payment, but a slight inducement was given to him to register. On the other hand a very great inducement has been held out to the Clerk of the Municipality to disregard the whole matter, if he fails to receive that just remuneration for his services which the Legislature expected the Council to vote him. More harm than good has therefore, it is possible, resulted from the recent change ; for a return made to this Department of the sums paid by way of remuneration in the 600 Municipalities of the Province, shows an average by no means com-

mensurate with the labour necessary to a thorough performance of the duties. While in most cases it is grossly inadequate, in some cases none at all has been provided.

In these cases the Councils having evidently yet to learn the value of a system that has been approved of by the whole civilized world, is not disposed to visit the shortcomings of itsclerk in respect to the law with any serious consequences. When forfeiture of office is not a probable consequence of neglect, the duties in many cases will naturally be avoided.

The best way to remedy the present state of things may possibly be found in the course already adopted by some Municipalities; where the remuneration is fixed at ten cents for every registration, that amount being merely payable by the Municipality instead of the informant. An amendment of the Act, making payment of so much at least compulsory is recommended.

The local transcription of the schedules sent into the several county towns from the several Municipalities of each county, was intended to serve two purposes. The first was the establishment of a local record of the vital statistics of the county, within easy reach of the officials and residents of the county. The other was the opportunity afforded of having obvious errors corrected in the locality itself, where they would be most readily perceived, and more speedily submitted to correction or amendment.

The undersigned regrets that the second or departmental transcription of the schedules, already supposed to be revised by the several Clerks of the Peace during the first transcription by them or their assistants, proves these officials, for the most part, to have done their work exceedingly badly. Indeed the work done on the schedules from some Municipalities is so infamously bad, as to excite surprise, that persons so illiterate and incompetent could ever have been appointed to a clerkship in any, even the most remote, Municipality in the Province. And these returns have found their way to the head office in exactly the same condition that they were in when forwarded from the Municipality to the Clerk of the Peace, the copyists here positively asserting that they find scarcely any traces of correction made at the instance of a Clerk of the Peace, while all have found errors so palpable, that the smallest amount of diligence or carefulness would have shown them to be open to correction. In fact, the immense number of names in the schedules found illegible here, suggests the inquiry how they can have been deciphered and copied at the office of the Clerk of the Peace. An inspection of the local books by a competent officer might work a reform in this respect; and this inspection should be made before the next year's gratuities to District Registrars are distributed.

In a great number of birth registrations no Christian name appears in the space allotted to that particular requirement. Obviously one great use of the system is lost if the registration is incomplete in that important feature of identification. The Act compels the giving of the particulars asked for by the schedule as far as *possible*. Now it must be *possible* in every case for a child to receive a name within thirty days, although in cases where a christening of the child is contemplated difficulties may intervene in the way of the christening taking place within that limit of time. In the absence of a name, individual interests it is true are likely to suffer, the record of the birth serving all statistical purposes; but it would seem that parents are compellable to give the name within the prescribed time. No doubt the primary object of registration was to furnish the means of establishing descent, though in modern times it has been made to answer secondary purposes even more generally important.

In the evidence taken before the select Committee of the House of Commons on Parochial Registration, in 1833, numberless cases of litigation, sometimes ruinous to all parties concerned were quoted, which, it was said would all have been obviated had a proper system of registration been in force. It is reasonable to suppose that as our own country grows older similar disputed cases of inheritance may turn upon the same point.

It may be well in this place once more to touch upon the style of hand-writing to be adopted in making entry of vital statistics. Many writers fall into the error, it is observed, of entering a name in the schedules in such a manner as to be illegible, though their handwriting for the general purposes of correspondence may be exceedingly good, and sufficiently distinct. It should be borne in mind that there is no context to assist the eye, and that the legibility of the name depends solely on the actual formation of each letter

composing it. What is called a running hand in fact, or one decorated with unnecessary flourishes, is fatal to the accurate transcription of proper names; and for the purpose of entry in the schedules a plain, round hand should be substituted. As only one entry has to be made at a time, in most cases, it may reasonably be asked that a little trouble be expended on it. If this has to be said of good writers, it may be inferred that in dealing with about six hundred Division Registrars, much might be said of bad and indifferent performers. It is enough to say that very few sheets are found wherein a doubt does not arise as to the intended spelling of some one name or more of those entered.

As to the exercise of that judicious compulsion which has been recommended to the consideration of District and Division Registrars, so far as is known at the head office, very little has been done in the way of prosecuting defaulters. From time to time, circulars have been sent out from the head office, giving such directions as circumstances seemed to require; and the anticipated transfer of the whole business to the care of an Officer of the Dominion, founded upon the expressed opinions of the late Minister of Agriculture at Ottawa, has not been allowed to paralyse the efforts of the Local Department to get the system into working order available at any moment for the purposes of a general Act; for though the information to be collected must be uniform throughout the Provinces, the method of collection, it may reasonably be expected, must vary with the circumstances and municipal organization of each Province. There is little fault to be found with the Act provided for Ontario, which is in most essential respects identical with that adopted in Nova Scotia.

All of which is respectfully submitted.

P. GOW,
Registrar-General.

REMARKS ON TABLES IN THE APPENDIX.

A.

This table presents a summary of all the births registered in the Province during 1870. The total number is 19,536. At the ratio of 35 births to every one thousand of the population, the estimated number for the year was 56,596. Only a little over one third of that number has been registered.

B.

The schedule of marriages foots up to 8,668. At the ratio of eight marriages to every one thousand of the population, the estimated number for the year, was 12,967. Only two-thirds of that number have been registered. Of the 8,668, what are called mixed marriages numbered 2,347; in the remainder, both parties were of the same religious denomination.

C.

The analysis of deaths deals with 6,905 returns. At the ratio of 21 deaths to every one thousand of the population, the estimated number for the year, was 33,963. Only a little over one-fifth of that number has been registered.

At the foot of this table, which shows the number of deaths at nine ages, from three to ninety, will be found a statement of the nationality of all persons who reached the age of sixty, and fuller particulars of all those returned as having completed their hundredth year. Some doubt generally attaches to the accuracy of the data, on which a centenarian's age is given; but it is probable that of the nine so returned, one or more can be verified. The necessary inquiries will at once be set on foot for that purpose.

D.

The latest approved classification obtainable has been applied to the abstract of causes of death given in this table; and it is hoped that medical men will conform with it, in their future returns, as far as possible. It may here be noted that medical men are

not called on to do more than enter the name of the deceased and the cause of death upon the slips supplied to them. All other particulars should be obtained by the Division Registrar from other sources.

E. & F.

In these tables are contrasted the actual and estimated returns from counties and county towns—the population of each, according to the last census, being also given. It will be seen that the total marriages registered in the County Towns outnumber the estimate, which is accounted for by the frequency of marriages among township people celebrated in the nearest town.

G.

An expenditure of $8,369, 65 is only slightly in excess of the outlay for 1870 ; but, if improvement be not made at a quicker rate than is perceptible from these returns, by the time that a correct result, or, in other words, *value for the money* is obtained, the sum total paid for value will be something enormous. At present no value whatever is obtained. The sum of $2,612 represents the whole cost of departmental services under the Act. Two permanent Clerks and a temporary staff of extra writers have been employed. Mr. Patteson, Assistant Provincial Secretary, has had the actual working of the Act and superintendence of the Department, but without additional salary.

N. B.—Several circulars are also added to the Appendix, for the sake of presenting in one pamphlet to those anxious to be informed or interested in the subject, a comprehensive view of the work to be done and the way to do it.

P. G.

APPENDIX.

TABLE A.

BEING A SUMMARY OF BIRTHS REGISTERED DURING THE TWELVE MONTHS ENDED DECEMBER 31, 1870.

COUNTIES.	Male.	Female.	No. where both name and sex are omitted.	Total.
Algoma	37	34	0	71
Brant	201	170	1	372
Bruce	216	188	3	407
Carleton	238	190	0	428
Elgin	141	108	0	249
Essex	292	256	0	548
Frontenac	147	120	0	267
Grey	369	321	0	690
Haldimand	269	235	0	504
Halton	176	165	0	341
Hastings	131	94	0	225
Huron	436	387	2	825
Kent	195	188	5	388
Lambton	214	170	0	384
Lanark	87	88	0	175
Leeds and Grenville	399	344	3	746
Lennox and Addington	141	121	4	266
Lincoln	156	150	0	306
Middlesex	343	323	0	666
Muskoka	31	29	0	60
Norfolk	315	285	2	602
Northumberland and Durham	376	320	7	703
Ontario	341	313	0	654
Oxford	406	328	0	734
Peel	262	245	0	507
Perth	372	333	1	706
Peterboro'	184	150	2	336
Prescott and Russell	130	130	0	260
Prince Edward	82	67	0	149
Renfrew	129	123	0	252
Simcoe	341	321	1	663
Stormont, Dundas, and Glengarry	260	265	1	526
Victoria	176	142	1	319
Waterloo	524	485	0	1009
Welland	202	188	1	391
Wellington	596	526	2	1124
Wentworth	463	442	0	905
York	948	828	2	1778
Totals	10,326	9,172	38	19,536

TABLE B.

BEING A SUMMARY OF MARRIAGES REGISTERED DURING THE TWELVE MONTHS ENDED 31st DECEMBER, 1870.

COUNTIES.	Where Bride and Bridegroom were of the same Religious Denomination.									Where bride and bridegroom were of different denominations.	Grand Total.
	Episcopalian.	Presbyterian.	Methodist.	Roman Catholic.	Baptist.	Congregational.	Other Denominations.	No Denomination given.	Total.		
Algoma	0	2	0	9	0	0	0	0	11	3	14
Brant	17	26	49	9	17	4	0	7	129	71	200
Bruce	14	50	22	16	2	0	7	17	128	22	150
Carleton	60	33	39	23	1	0	0	6	162	50	212
Elgin	13	25	55	0	24	0	7	14	138	59	197
Essex	15	4	42	77	4	0	1	7	150	47	197
Frontenac	42	7	57	52	0	0	0	10	168	45	213
Grey	29	54	49	1	1	1	15	11	161	59	220
Haldimand	15	11	31	0	5	0	10	13	85	45	130
Halton	10	25	42	1	1	0	1	5	85	41	126
Hastings	26	18	98	12	1	0	6	3	164	49	213
Huron	36	109	72	39	6	0	20	13	295	74	369
Kent	6	27	90	29	11	1	0	8	172	53	225
Lambton	12	16	49	14	1	1	0	8	101	31	132
Lanark	21	36	18	2	2	0	0	11	90	36	126
Leeds and Grenville	51	33	111	19	5	0	1	4	224	97	321
Lennox and Addington	25	11	107	1	0	0	0	8	152	40	192
Lincoln	29	7	33	6	11	0	3	22	111	44	155
Middlesex	69	72	119	11	23	5	1	12	312	141	453
Muskoka	5	0	7	0	0	0	1	1	14	11	25
Norfolk	24	9	53	3	39	0	5	19	152	72	224
Northumberland and Durham	61	36	126	10	2	0	32	21	288	112	400
Ontario	36	36	71	8	7	0	20	31	209	90	299
Oxford	23	53	86	13	22	0	3	38	238	102	340
Peel	9	26	50	7	4	0	0	6	102	42	144
Perth	5	45	39	19	4	0	21	11	144	50	194
Peterboro'	17	18	44	7	1	0	2	10	99	50	149
Prescott and Russell	9	16	6	42	1	0	0	0	74	11	85
Prince Edward	10	1	55	0	0	0	1	12	79	28	107
Renfrew	7	27	18	43	0	0	7	0	102	39	141
Simcoe	44	78	60	15	5	1	1	26	230	107	337
Stormont, Dundas, and Glengarry	18	63	41	33	1	1	12	15	184	63	247
Victoria	40	19	29	17	2	1	12	17	137	47	184
Waterloo	8	32	25	27	1	0	113	9	215	67	282
Welland	17	8	40	4	3	0	8	1	81	32	113
Wellington	35	114	73	35	3	1	7	27	295	125	420
Wentworth	59	39	124	43	14	0	5	11	295	84	379
York	124	80	188	63	20	7	15	48	545	208	753
Totals	1041	1266	2218	710	244	23	337	482	6321	2347	8668

TABLE C.

BEING AN ANALYSIS OF DEATHS REGISTERED DURING THE TWELVE MONTHS ENDED 31st DECEMBER, 1870.

COUNTIES.	1 Under 3 years.	2 3 and under 10	3 10 and under 21.	4 21 and under 40.	5 40 and under 60.	6 60 and under 70.	7 70 and under 80.	8 80 and under 90.	9 90 and upwards.	10 Ages not given.	11 No. of Males.	12 No. of Females.	13 Total.
Algoma	28	14	5	11	5	1	1	1	0	1	40	27	67
Brant	44	5	13	28	23	12	10	8	1	1	74	71	145
Bruce	20	5	9	18	15	4	6	3	1	0	46	35	81
Carleton	59	15	8	38	18	24	23	9	2	3	113	86	199
Elgin	26	5	10	18	15	6	6	5	3	0	43	51	94
Essex	102	48	33	40	40	10	16	6	4	4	173	130	303
Frontenac	54	9	11	39	30	11	8	6	0	6	100	74	174
Grey	47	13	11	29	16	13	4	3	1	14	89	62	151
Haldimand	39	6	9	20	21	14	14	5	1	1	73	57	130
Halton	42	6	9	14	17	9	17	4	3	3	71	53	124
Hastings	23	14	8	15	18	10	8	7	1	3	59	48	107
Huron	69	21	21	46	35	14	23	10	4	4	129	118	247
Kent	23	10	7	16	9	9	13	1	2	1	50	41	91
Lambton	69	30	8	17	14	12	6	9	0	3	87	81	168
Lanark	16	17	7	9	15	6	10	2	0	0	49	33	82
Leeds and Grenville	69	23	21	59	38	29	36	14	3	3	148	147	295
Lennox and Addington	33	8	3	19	12	9	10	7	0	10	64	47	111
Lincoln	25	8	6	14	12	9	12	1	3	2	44	48	92
Middlesex	50	19	18	38	30	16	23	12	5	6	120	97	217
Muskoka	4	1	3	5	4	1	2	0	1	0	9	12	21
Norfolk	47	10	14	37	30	14	16	7	0	5	78	102	180
Northumberland and Durham	47	9	17	48	31	15	25	10	3	4	114	95	209
Ontario	73	13	23	33	25	13	16	7	1	1	110	95	205
Oxford	55	9	21	44	22	17	15	15	2	3	101	102	203
Peel	45	11	11	31	20	12	10	9	1	8	92	66	158
Perth	56	28	26	32	20	17	17	7	2	3	102	106	208
Peterboro'	24	7	7	20	12	7	8	4	2	4	55	40	95
Prescott and Russell	38	12	6	18	10	4	6	5	0	0	58	41	99
Prince Edward	15	3	3	12	6	4	13	4	2	1	38	25	63
Renfrew	32	5	6	24	11	7	7	8	0	0	53	47	100
Simcoe	58	14	14	36	24	13	10	14	2	8	106	87	193
Stormont, Dundas, and Glengarry	43	11	21	37	23	15	25	28	3	10	116	100	216
Victoria	31	9	12	24	15	6	8	3	0	1	57	52	109
Waterloo	101	20	24	38	48	23	29	16	2	4	161	144	305
Welland	36	9	15	26	12	9	23	8	1	9	82	66	148
Wellington	119	23	35	53	42	31	24	18	5	9	186	173	359
Wentworth	157	23	39	59	56	34	24	14	3	8	211	206	417
York	233	55	38	154	97	52	42	23	5	40	418	321	739
Totals	2052	548	552	1219	891	512	566	313	69	183	3719	3186	6905

	English.	Scotch.	Irish.	German.	French.	Swiss.	West Indies.	U. States of America.	Canadian.	Native place not known.
Of the Deaths in Column 6	103	87	151	20	3	0	1	34	92	21
" " 7	112	122	131	19	5	1	0	56	95	25
" " 8	53	87	76	3	0	0	1	42	37	14
" " 9	10	15	22	0	0	0	0	14	5	3

NOTE.—Of those persons whose deaths are enumerated in column 9, two are returned as having attained the age of 100 years, viz., Esther Crookshanks born in Ireland. died 9th April, 1870, in the Township of Arran, in the County of Bruce, Ontario. Assigned cause, debility.

TABLE D.

DEATHS—*Continued.*—(Abstract of Causes.)

I. Zymotic class	1569
II. Diseases uncertain seat	358
III. Tubercular class	996
IV. Brain and Nervous System	779
V. Organs of circulation	350
VI. Respiratory organs	615
VII. Organs of Digestion	621
VIII. Urinary Organs	87
IX. Organs of Generation	93
X. Organs of Locomotion	38
Carried forward	5506
Brought forward	5506
XI. Skin disease	6
XII. Malformation	11
XIII. Atrophy	8
XIV. Old age	298
XV. Sudden death	11
XVI. Violent death	425
Erroneously specified	52
Not specified	588
Grand total	6905

I.

Small Pox	2
Measles	47
Scarlatina	228
Diphtheria	73
Whooping Cough	108
Croup	68
Thrush	10
Diarrhœa	246
Dysentery	157
Cholera	22
Cholera Infantum	113
Influenza	8
Purpura	5
Ague	1
Worms	11
Infantile Fever	6
Typhoid Fever	316
Rheumatic Fever	10
Syphilis	2
Erysipelas	52
Fever	81
Total	1569

II.

Hemorrhage	30
Dropsy	176
Abscess	32
Mortification	4
Cancer	77
Morbid state of blood	39
Total	358

III.

Scrofula	26
Tabes Mesenterica	9
Gangrena Senilis	2
Phthisis	860
Hydrocephalus	98
Chest disease	1
Total	996

IV.

Cephalitis (Neuralgia)	65
Apoplexy	182
Paralysis	118
Delirium Tremens	13
Hysteria	7
Epilepsy	51
Tetanus	1
Spinal disease	25
Insanity	17
Convulsions	155
Brain disease	112
Brain Fever	33
Total	779

V.

Pericarditis	10
Glandular disease	2
Aneurism	16
Heart disease	213
Inflammation	109
Total	350

John Fykes, born in New York State, U. S., died 11th January, 1870, in Cornwall Township, in the County of Stormont, Ontario. Assigned cause, old age.

Patrick Colloton is returned as having attained the age of 101 years, born in Ireland, died March 8, 1870, at Grimsby, County of Lincoln, Ontario. Assigned cause, old age.

Magdalene Coons, born in Mohawk Valley, U. S., died 7th May, 1870, at Iroquois, County of Dundas, Ontario,—assigned cause, old age; and Peter Pollard, born in the United States, died 6th of April, 1870, in the town of Windsor, County of Essex, Ontario,—assigned cause, old age,—both of whom are returned as having attained the age of 102 years.

Two are returned as having died at the age of 103 years, viz., Andrew Johnston, born in the United States, died 16th April, 1870, in the Township of Sydney, County of Hastings, Ontario,—assigned cause, old age; Robert Campbell, born in Caithness, Scotland, died 29th Sept., 1870, in Tuckersmith, County of Huron, Ontario,—assigned cause, old age. *One* is returned as having attained the age of 106 years, viz., William Lee, born in Pennsylvania, United States, died 11th January, 1870, at Oshawa, County of Ontario. Assigned cause, old age. *One* is stated to have attained the age of 108 years, viz., Deli Junkin, born in United States, died April 9th, 1870, in St. Catharines, County of Lincoln, Ontario. Assigned cause, old age.

TABLE D.—*Continued.*

VI.

Laryngitis	2
Bronchitis	122
Pleurisy	10
Pneumonia	409
Asthma	30
Lung disease	42
Total	615

VII.

Teething	34
Quinsy	10
Gastritis	38
Enteritis	155
Peritonitis	48
Ascites	8
Hernia	9
Intersusception	1
Stomach disease	31
Exhaustion	190
Hepatitis	13
Jaundice	15
Liver Disease	69
Total	621

VIII.

Diabetes	25
Stone and Gravel	13
Stricture of Urethra	0
Kidney disease	41
Disease of Bladder	8
Total	87

IX.

Ovarian Dropsy	4
Childbirth	80
Organs of Generation	9
Total	93

X.

Arthritis	0
Rheumatism	36
Joint and Bone disease	2
Total	38

XI.

Carbuncle	2
Skin disease	3
Emphysema	1
Goitre	0
Total	6

XII.

Cyanosis	5
Spina Bifida	1
Other Malformations	5
Total	11

XIII.

Marasmus	8

XIV.

Old Age	298

XV.

Sudden Death	11

XVI.

Intemperance	27
Accidents	146
Want of breast milk	0
Cold	22
Poison	12
Burns and Scalds	35
Suffocation	8
Drowning	79
Fracture and Contusion	14
Suicide	16
Wounds	1
Murder	4
Premature Birth	61
Total	425

Erroneously specified	52
Not specified	588
Grand total	6905

TABLE E.

COUNTY.	Population by Census of 1871.	Actual Return.			Estimated Return (based on lowest English scale).		
		Births.	Marriages.	Deaths.	Births.	Marriages.	Deaths.
Algoma	7,018	71	14	67	245	56	147
Brant	32,259	372	200	145	1,129	258	676
Bruce	48,515	407	150	81	1,698	388	1,018
Carlton	43,284	428	212	199	1,514	346	909
Elgin	33,666	249	197	94	1,178	269	707
Essex	32,697	548	197	303	1,144	262	687
Frontenac	28,717	267	213	174	1,005	230	603
Grey	59,395	690	220	151	2,078	475	1,247
Haldimand	24,851	504	130	130	860	198	522
Halton	22,606	341	126	124	791	181	475
Hastings	48,364	225	213	107	1,692	387	1,016
Huron	66,165	825	369	247	2,315	530	1,389
Kent	40,644	388	225	91	1,422	325	853
Lambton	38,897	384	132	168	1,361	311	815
Lanark	33,020	175	126	82	1,155	264	693
Leeds and Grenville	57,918	746	321	295	2,027	463	1,216
Lennox and Addington	37,708	266	192	111	1,320	318	792
Lincoln	29,517	306	155	92	1,031	236	620
Middlesex	82,595	666	453	217	2,890	651	1,734
Muskoka	5,400	60	25	21	189	63	113
Norfolk	30,763	602	224	180	1,076	246	646
Northumberland and Durham	76,466	703	400	209	2,676	612	1,606
Ontario	45,890	654	299	205	1,606	367	964
Oxford	48,237	734	340	203	1,688	386	1,013
Peel	26,011	507	144	158	910	208	546
Perth	46,522	706	194	208	1,628	372	977
Peterboro'	30,475	336	149	95	1,067	244	640
Prescott and Russell	35,991	260	85	99	1,260	288	756
Prince Edward	20,336	149	107	63	711	163	427
Renfrew	27,974	252	141	100	979	224	587
Simcoe	61,248	663	337	193	2,248	514	1,349
Stormont, Dundas, and Glengarry	58,288	526	247	216	2,040	466	1,224
Victoria	30,200	319	184	109	1,057	242	634
Waterloo	40,251	1009	282	305	1,409	322	845
Welland	25,761	391	113	148	901	206	540
Wellington	63,290	1124	420	359	2,215	506	1,329
Wentworth	57,599	905	379	417	2,016	461	1,210
York	116,074	1778	753	739	4,062	929	2,138
Totals	1,617,642	19,536	8,668	6,905	56,596	12,967	33,963

TABLE F.

COUNTY TOWN.	Population by Census of 1871.	Actual Return.			Estimated Return (based on lowest English scale).		
		Births.	Marriages.	Deaths.	Births.	Marriages.	Deaths.
Sault Ste. Marie	879	7	1	9	30	7	18
Brantford	8,107	74	75	31	283	65	170
Walkerton (not Incorporated)	.....	.....	.....	.....	.....	.....	.....
Ottawa	21,545	111	99	40	754	172	452
St. Thomas	2,197	7	18	9	76	17	46
Sandwich	1,160	9	28	11	40	9	24
Kingston	12,407	59	124	28	434	99	260
Owen Sound	3,369	72	15	7	117	26	71
Cayuga	803	7	1	2	28	6	16
Milton	891	24	12	15	31	7	18
Belleville	7,305	3	64	4	255	58	153
Goderich	3,954	56	55	20	138	31	83
Chatham	5,873	21	104	17	205	46	123
Sarnia	2,929	41	24	31	102	23	61
Perth	2,375	.....	.....	.....	83	19	49
Brockville	10,475	144	65	74	366	83	219
Napanee	2,967	29	68	14	103	23	63
St. Catharines	7,864	36	73	23	275	63	165
London	15,826	117	179	39	554	126	332
Simcoe	1,856	33	38	22	64	14	39
Cobourg	4,442	56	53	9	155	35	92
Whitby	2,732	47	42	18	95	21	57
Woodstock	3,982	77	73	40	139	31	83
Brampton	2,090	92	42	40	73	16	42
Stratford	4,313	53	28	12	151	34	91
Peterboro'	4,613	51	61	18	161	36	96
L'Orignal (not Incorporated)	.....	.....	...	.....	...	...	...
Picton	2,361	18	40	19	82	18	49
Pembroke	1,508	10	15	.....	52	13	31
Barrie	3,698	23	12	12	129	29	77
Cornwall	2,003	6	28	4	70	16	22
Lindsay	4,049	24	98	23	141	32	85
Berlin	2,753	48	42	33	96	22	58
Welland	1,110	23	11	4	38	9	23
Guelph	6,878	167	122	88	240	55	144
Hamilton	26,716	396	195	178	935	213	561
Toronto	56,092	940	455	491	1963	448	1177
Total	242,122	2881	2360	1385	8458	1922	5050

TABLE G.

Schedule showing the Expenditure in the Registrar-General's Office for the year 1871.

1.	Books for the Department	$354 77
2.	Indices for District Registrars	344 75
3.	Schedules, Slips and Circulars for Division Registrars	656 08
4.	Stationery	21 10
5.	Postage	123 69
6.	Express Charges	74 15
7.	Contingencies	53 38
8.	Boxes	12 50
9.	Furnishing and alteration of room for Registrar-General's extra writers	264 61
10.	Remuneration and Disbursements of District Registrars	3842 62
11.	Departmental Salaries (including extra writers)	2612 00
12.	Paid Physician for supervision of Death Schedules	10 00
		$8369 65

CIRCULAR TO DISTRICT REGISTRARS.

REGISTRAR-GENERAL'S OFFICE,
TORONTO, January, 2nd, 1871.

SIR,—The accompanying instructions to Division Registrars are so explicit that it seems hardly necessary to address any particular observations on the Act to District Registrars.

In September last a circular was addressed to you explaining the proposed plan of forming a Local Record in the County Towns, and at the same time a cheque was sent to cover remuneration for that and other duties imposed upon you by Statute or by Order in Council.

The Act fully explains the nature of your duties.

First.—To distribute throughout the Municipalities in your District the accompanying forms and pamphlets, being guided in your allotment by the population and wants of each particular locality. Additional supplies can at all times be obtained (by return of mail) from this office. Only a few copies of the Act are this year sent, it being considered unnecessary that persons already supplied should receive another copy till they signify their want of it.

The Clerk of the Peace for the County of Simcoe has obtained from the several clerks in his county, a complete return of medical men, clergymen, and householders resident in each Municipality. By those means he is enabled to distribute forms and schedules in exact proportion to the wants of each locality. The plan is one which every District Registrar will do well to adopt.

Secondly—To carry on such correspondence with Division Registrars in your District, and to give them such information as your reading of the Act may enable you to do, saving thereby the trouble and delay of communication with the head office.

Thirdly.—To collect and transmit, on the day appointed, the returns from the several Municipalities in your district, making them into one parcel of the most convenient shape, and forwarding them to the Registrar-General, when possible, by express; as soon as they have been transcribed into the books prepared for that purpose and now sent to you herewith.

Among other duties, fully set forth in the Statute, it may be well to enjoin upon you the special duty of continuing to promote and encourage the successful working of the Act in your District, by all legal and reasonable means that may suggest themselves to you.

The returns for the half year ended the thirty-first day of December, 1869, which have now been copied, arranged and classified in the Registrar-General's Department, have proved that many of the Division Registrars are entirely unfit to keep Record Books; and District Registrars now entrusted with the task are especially cautioned to have the work of transcribing done by a good and reliable hand under their own guidance and supervision. Before the next payment for services rendered by District Registrars, an officer will be charged to make inspection of these County Books, and to report to the Lieutenant-Governor the way in which he finds the work performed.

The copying of clerical errors found in the schedules would not seem advisable; but whether the mistake be obvious, or one of which any doubt is entertained, the schedule should be returned to the Division Registrar for confirmation or amendment, as the case may be, whereby, also, a reference from this Department, when they come to be copied here, is avoided.

I have the honour to be
Sir,
Your obedient Servant,
M. C. CAMERON,
Registrar-General.

CIRCULAR OF INSTRUCTIONS TO DIVISION REGISTRARS.

REGISTRAR-GENERAL'S OFFICE,
January 2nd, 1871.

(N.B.—All previous regulations or suggestions inconsistent with those here below enumerated, are superseded.)

1. New schedules for registration of Births, Marriages and Deaths, are now issued for the year 1871.

2. It is expected that, the sheets being ruled for a fixed number of entries, greater neatness and clearness will be obtained, without the sacrifice of any considerable space. The sheets are in a shape, admitting of their being bound up as a whole sheet, or in halves, and may therefore be divided previous to a return, where no entries occur upon the second half.

3. The Division Registrars will number each entry successively, progressing horizontally, as in Specimen Form, No. 1 being the earliest entry in this current month, and commencement being had from a new No. 1, on the first day of every subsequent year.

4. It will be their duty to keep the forms in a place of safety, and to make all entries therein, as required by the Act, returning to the District Registrar the sheets used by them, duly certified, as soon after the first day of January next as possible.

5. Division Registrars are requested to remember that the original forms (which, during the year, must never be out of their possession), will be bound into books, to be kept in the office of the Registrar-General, and care, therefore, must be taken that they are neatly filled in with writing as small as is consistent with clearness and legibility, and that they are in no way mutilated or disfigured, and it is further absolutely necessary that they, in every case, see that the whole of the information required by the Act to be given is obtained from the informant.

6. The form of entry, and, where possible, the handwriting, should be uniform, and care must be taken to keep the matter of each item within the lines of the space allotted to it. When the space is too narrow for recording the whole entry in one line, it will be necessary to continue on a line immediately under, and in no case to write across any of the boundary lines of a space.

7. One sample copy of each form has been filled up, and is enclosed for the guidance of those concerned.

8. An Order in Council has been passed imposing upon the Clerks of the Peace the task of transcribing the schedules sent them from the several Municipalities in their district. This plan has been thought preferable to that intimated in the circular of Division Registrars in January last, under which books would have had to be sent to all Division Registrars.

9. In case of necessity, additional circulars, pamphlets, slips, or forms, can be procured from the office of the Clerk of the Peace, upon application.

10. It is expected that the Division Registrars will inform themselves of Births and Deaths occurring in their Divisions, and, where not voluntarily given, demand particulars from the proper parties. By the Act, Division Registrars are directed to prosecute parties neglecting or refusing to make the required reports of Births, Marriages or Deaths, and though some time must necessarily elapse before the requirements of the Statute gain entire publicity, yet it is probable that, during the past year and a half the subject has come under the notice of most persons in the community. Their best endeavours must be used to effectually obtain the requisite information, and though it was not desirable that any undue harshness should be shown in the early working of the Act, they must be now left to their own discretion as to the means employed to secure the end which the Legislature had in view.

11. All inquiries and correspondence respecting business which may arise under the Act, must be addressed by the Division Registrars of the County to the Registrar of the District, who will, when necessary, place himself in communication with the Registrar-General on the subject.

12. The voluntary co-operation of clergymen and physicians is relied upon in giving effect to the provisions of the Registration Act. Whether regarded from the point of the material injury which may result to individuals from neglect of its provisions, (as in any particular case where the evidence of the Record may be essential for the purposes of inheritance or proving legitimacy), or from the higher ground of compliance with the law of the land in which we live, an active and zealous assistance is not too much to be expected from members of two of the learned professions.

13. It must be borne in mind that now the only statutory return of a marriage celebrated in Ontario is that taken from the clergyman's slip, filled up immediately after the marriage, and forwarded to the Division Registrar. It is particularly enjoined upon Division Registrars to bring this matter under the notice of clergymen in their Division, and it seems almost unnecessary to remind them of the great importance sometimes attaching to the production or absence of legal proof of marriage.

14. Division Registrars are required to furnish to every medical man and clergyman in their respective Divisions a number of slips, commensurate with the probable demand. For the slips hitherto in use for clergymen and medical men a new form has been substituted, which will be found to be of a more convenient shape for transmission and filing.

15. It is astonishing that many of the *names* in the schedules received for 1869 were perfectly illegible, and Division Registrars are especially warned of the necessity for writing a *name* as plainly as possible, there being no context or other means of tracing the word than the actual letters which form it. Clergymen and medical men are quite as much to blame in this matter as the Division Registrars, who have to copy slips which in many instances are a mere series of hieroglyphics. Such slips should be returned at once to the gentlemen sending them, and Division Registrars may remind them that an illegible return is not a return within the meaning of the Act.

16. The remuneration of a Division Registrar for services rendered under the provisions of the Act, now rests with the Council of his Municipality, the fee of ten cents allowed under the original Act having been done away with by the recent amendments; it will, however, be noted, that no change has been made in the penalty, with which neglect of the duty prescribed by the Act is visited, and Division Registrars are therefore warned to govern themselves strictly in accordance with the Statute and the instructions of the Registrar-General, while Township Councils are requested to regulate the amount of remuneration paid to their clerks in this behalf by the actual show which each clerk may be able to make of work done, and endeavours made to procure a general compliance with the terms of the Act.

17. The Registrar-General, with a view to encourage neatness and accuracy in the entries, will, in his next Annual Report, call special attention to those Municipalities in which the best and worst work has been done.

M. C. CAMERON,
Registrar-General.

CIRCULAR TO DISTRICT REGISTRARS.

REGISTRAR-GENERAL'S OFFICE,
TORONTO, 20th February, 1871.

SIR,—I take the opportunity of distributing Index Books among the District Registrars, to call their attention to some points in the administration of the Registration Act, which have led to much correspondence between the Head Office and the several County Officers.

1. From the returns received of the sums paid by Township, Town and Village Councils, to their clerks, as remuneration for services rendered by them in their capacity of Division Registrars, it would appear that, in most instances, the amount is utterly insufficient for the encouragement of an effective discharge of the duties devolving upon those officers. District Registrars will therefore have the goodness to bring this matter under the attention of their County Council at an early day; and it is probable that their representations may lead the Reeves of which that Council is composed, to recommend to the smaller Councils over which they preside, a more liberal scale of payment.

2. A question has arisen as to the custody of the original slips from which entries are transcribed into the schedules, which ultimately come to this Department. It would seem the better plan to let these slips remain in charge of the Division Registrar, to be considered, however, the property of the Municipality of which he acts as clerk, and to be kept and guarded in the same way as other papers and archives the property of the Council.

3. The frequently suggested plan of issuing slips for the return of Births seems impracticable. A general issue to every householder would lead to great waste of paper and printing; while a supply of these slips to the Division Registrar, to be furnished to parties upon a requisition therefor, would necessitate communication with that officer, and the visit or communication may as well be made by an informant of the facts, as by an applicant for a slip. A personal attendance is the preferable plan; and the interval of thirty days allowed, brings it within nearly everybody's convenience during that time to visit or send to the Division Registrar.

4. District Registrars sending in returns to the Registrar-General's Office, should bear in mind that it is cheaper to transmit them by express than by parcel post; and all parcels and communications passing between themselves and the Head Office, must be prepaid, the amounts being charged to the disbursements for the year. An account of District Registrars' disbursements for the year 1870, though asked for a month ago, has as yet come in from only a few offices. The matter cannot be dealt with until all the accounts are in, that payment of all may be covered by one warrant.

5. Division Registrars are constantly registering Births, without giving the name of the child. As a rule, they ought to be able to ascertain it before sending in the schedules to the District Registrar. The Act no longer requires a medical man to report births, but the duty is imposed upon persons in the household; and there is therefore no excuse for the name not being registered. Division Registrars receiving information by letter must enter the writer's name, &c., in the column headed "Signature, &c., of Informant;" blanks in most of the returns of 1870 showing some misunderstanding in this respect.

6. In the first edition of the Registrar-General's Annual Report, an unfortunate typographical error crept in with reference to the percentage of Birth and Deaths in relation to the census of 1861. A glance at the figures shows their incorrectness, and the mistake was rectified in the later issue of the Report.

7. No prosecutions of parties having neglected or refused to register, have yet been reported to this Department. At the same time it cannot be questioned that many cases of neglect or omission, are within the knowledge of every Division Registrar. Under the 22nd Section of the Act, (in this respect imperative and not merely permissive) a Division Registrar is obliged to prosecute a defaulter. Another Section (16) imposes a penalty of $50 on Division Registrars guilty of neglect of duty. Unless this Act is to remain nearly a dead letter, the time is at hand when the exaction of a penalty will have to be enforced as a warning and example to Municipal Clerks neglecting their duty under this head.

8. The revision of schedules by District Registrars, from which so much good was anticipated, has been rather disappointing in its results. Some District Registrars have taken much pains to get errors rectified and omissions supplied, while others have merely transcribed the schedules, apparently paying no attention whatever to the orders of the Department, and perhaps not communicating with a single Division Registrar in their District. This is a matter which will receive attention at the proper time.

9. The Minister of Agriculture, at Ottawa, has been requested to issue orders to the enumerators at the approaching census, bidding them, at the conclusion of each domiciliary visit, to call the attention of the householder to the necessity of registering, or seeing to the registration of, Births, Marriages or Deaths at the Office of the Clerk of the Municipality, on pain of the penalty provided by law. The publicity which, by such means, will be given to the requirements of the Act, cannot but operate most favourably upon future returns.

10. The nominal Index Book to the names transcribed in the County Books from the schedules A., B. & C., which is to-day despatched by express, must be at once proceeded with. An apportionment of letters will be found in the first page, which has

been framed upon the basis of the Nominal Index to the Crown Land Records, adopted some years ago by a statistician of great experience.

The entry must be made thus :—

Name.	Occurrence and General No.	Date.	Lib.	Fol.
Thompson, George	D. 160	February 14th, 1870.	1	36

11. With respect to the Division in which a death is to be registered, a discrepancy is often remarked upon between the requirements of Sec. 11 of the original Act, which provides for the report of a death being made to the Division Registrar of the division in which the death takes place, and of Sec. 6 of the amended Act, which says that a medical man shall report the death of a patient to the Division Registrar of the division in which he himself resides. As a result, the death, it is said, may be reported by a householder in one division, and by a medical man in another. The duty imposed upon the family of reporting a death was not removed by the amendment, and if the same death be registered by a medical man in another division, when the schedules come to be copied in the County Town, the repetition will, in all probability, be discovered, and the latter entry will be omitted. Legislation, however, may be necessary on the subject, but meanwhile it is as little trouble to medical men reporting upon the slips furnished to them to mail a slip to the Clerk of the Township in which the death took place, as to the Clerk of their own Township, and obviously it is the better plan, and the only one consistent with accurate enumeration. It has also been asked, by whom postage in these cases is to be paid. The Clerk of the Township receiving unpaid letters will of course charge the postage to the necessary disbursements of his office, to be repaid him by the Council which he serves.

Though this circular is addressed to District Registrars, it has been printed in sufficient numbers to admit of a copy being sent to each Division Registrar, that all officers entrusted with the administration of the Act may be aware of the steps taken to enforce and perfect it. The District Registrars will, therefore, distribute it in their several Counties.

M. C. CAMERON,
Registrar-General.

GENERAL RULES

Made in Hilary Term last by the Judges on the Rota for the trial of Election Petitions by virtue of the 29th Section of the Controverted Elections Act of 1871.

Presented to the Honourable the Legislative Assembly.

By Command,

PETER GOW,
Secretary,

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 18th January, 1872.

REGULÆ GENERALES.

HILARY TERM, 1871.

GENERAL RULES.

MADE BY

THE HONOURABLE WILLIAM BUELL RICHARDS, *Chief Justice of the Court of Queen's Bench,* THE HONOURABLE JOHN GODFREY SPRAGGE, *Chancellor of Ontario, and* THE HONOURABLE JOHN HAWKINS HAGARTY, *Chief Justice of the Court of Common Pleas, the Judges for the time being for the trial of Election Petitions in the Province of Ontario, pursuant to the Controverted Elections Act of* 1871.

I.

The Presentation of an Election Petition shall be made by leaving it at the office of the Clerk of the Crown in the Court of Queen's Bench, who, or his clerk, shall (if required) give a receipt which may be in the following form:

Received on the day at the office of the Clerk of the Crown, a petition touching the Election of A. B. a member for purporting to be signed by (*insert the name of Petitioners.*)

C. D., CLERK.

With the Petition shall also be left a copy thereof for the said Clerk of the Crown to send to the returning officer, pursuant to section 7 of the Act.

II.

An Election Petition shall contain the following statements.

1. It shall state the right of the Petitioner to petition within section 5 of the Act.

2. It shall state the holding and result of the Election, and shall briefly state the facts and grounds relied on to sustain the prayer.

III.

The Petition shall be divided into paragraphs, each of which, as nearly as may be, shall be confined to a distinct portion of the subject, and every paragraph shall be numbered consecutively, and no costs shall be allowed of drawing or copying any Petition not substantially in compliance with this Rule, unless otherwise ordered, by the Court or a Judge.

IV.

The Petition shall conclude with a Prayer, as for instance, that some specified person should be declared duly returned or elected, or that the Election should be declared void, or that a return may be enforced (as the case may be), and shall be signed by all the Petitioners.

V.

The following form, or one to the like effect, shall be sufficient:

In the Queen's Bench.

The "Controverted Election Act of 1871" Election for (*state the place*) holden on the day of A.D.

The Petition of A. of (*or* of A. of and of B. of , *as the case may be,*) whose names are subscribed.

1. Your Petitioner A. is a person (*or, if more than one, say, your Petitioners are persons*) who voted (*or* had a right to vote, *as the case may be*) at the above Election (*or* claims to have had a right to be returned at the above Election, *or* was a candidate at the above Election.)

2. And your Petitioners state that the Election was holden on the day of A.D. when A.B., C.D. and E.F. were candidates, and the Returning Officer has returned A.B. as being duly elected.

3. And your Petitioners say that (*here state the facts and grounds on which the Petitioners rely.*)

Wherefore your Petitioners pray that it may be determined that the said A.B. was not duly elected or returned, and that the Election was void, (*or* that the said E.F. was duly elected and ought to have been returned *or as the case may be.*)

Signed A.
B.

VI.

Evidence need not be stated in the Petition, but the Court or a Judge may order such particulars as may be necessary to prevent surprise and unnecessary expense, and to insure a fair and effectual trial in the same as in ordinary proceedings in the Court of Queen's Bench, and upon such terms as to costs and otherwise as may be ordered.

VII.

When a Petitioner claims the seat for an unsuccessful candidate, alleging that he had a majority of lawful votes, the party complaining of or defending the Election or return, shall, six days before the day appointed for trial, deliver to the Clerk of the Crown and also at the address, if any, given by the Petitioners and Respondent (as the case may be,) a list of the votes intended to be objected to, and of the heads of objection to each such vote, and the Clerk of the Crown shall allow inspection and office copies of such lists to all parties concerned; and no evidence shall be given against the validity of any vote, nor upon any head

of objection not specified in the list, except by leave of the Court or Judge upon such terms as to amendment of the list, postponement of the inquiry, and payment of costs, as may be ordered.

VIII.

When the Respondent in a Petition under the Act, complaining of an undue return and claiming the seat for some person, intends to give evidence to prove that the Election of such person was undue, pursuant to the 56th section of the Act, such Respondent shall, six days before the day appointed for trial, deliver to the Clerk of the Crown, and also at the address, if any, given by the Petitioner, a list of the objections to the Election upon which he intends to rely. And the Clerk of the Crown shall allow inspection and office copies of such lists to all parties concerned; and no evidence shall be given by a Respondent of any objection to the Election not specified in the list, except by leave of the Court or Judge, upon such terms as to amendment of the list, postponement of the inquiry, and payment of costs, as may be ordered.

IX.

With the Petition, Petitioners shall leave at the office of the Clerk of the Crown a writing, signed by them or on their behalf, giving the name of some person entitled to practise as an Attorney or whom they authorize to act as their Agent, or stating that they act for themselves, as the case may be, and in either case giving an address, within the City of Toronto, at which notices addressed to them may be left; and if no such writing be left or address given, then notice of objection to the recognizances and all other notices and proceedings may be given by sticking up the same at the office of the Clerk of the Crown.

X.

Any person returned as a member may at any time after he is returned, send or leave at the office of the Clerk of the Crown, a writing signed by him on his behalf, appointing a person entitled to practise as an Attorney to act as his Agent in case there should be a petition against him, or stating that he intends to act for himself, and in either case giving an address within the City of Toronto, at which notices may be left, and in default of such writing being left within a week after service of the petition, notices and proceedings may be given and served respectively by sticking up the same at the office of the Clerk of the Crown.

XI.

The Clerk of the Crown shall keep a book or books at his office in which he shall enter all addresses and the names of agents given under either of the preceding rules, which book shall be open to inspection by any person during office hours, without payment of any fee.

XII.

The Clerk of the Crown shall upon the presentation of the petition forthwith send a copy of the petition to the returning officer pursuant to section 7 of the Act, and shall therewith send the name of the Petitioner's Agent, if any, and of the address, if any, given as prescribed, and also of the name of the Respondent's Agent, and the address, if any, given as prescribed, and the returning officer shall forthwith publish those particulars along with the petition.

The cost of publication of this, and any other matter required to be published by the the Returning Officer, shall be paid by the Petitioner or person moving in the matter, and shall form part of the general costs of the petition.

XIII.

The time for giving notice of the presentation of a petition and of the nature of the proposed security, shall be five days exclusive of the day of presentation.

XIV.

Where the Respondent has named an agent or given an address, the service of an Election Petition may be by delivery of it to the agent, or by posting it in a registered letter to the address given at such a time that, in the ordinary course of post, it would be delivered within the prescribed time.

In other cases the service must be personal on the Respondent, unless a Judge on an application made to him not later than five days after the Petition is presented on affidavit showing what has been done, shall be satisfied that all reasonable effort has been made to effect personal service and cause the matter to come to the knowledge of the Respondent, including, when practicable, service upon an agent for Election expenses, in which case the Judge may order that what has been done shall be considered sufficient service, subject to such conditions as he may think reasonable.

XV.

In case of evasion of service, the sticking up in the office of the Clerk of the Crown a notice of the Petition having been presented, stating the Petitioner, the prayer, and the nature of the proposed security, shall be deemed equivalent to personal service, if so ordered by a Judge.

XVI.

The deposit of money by way of security for payment of costs, charges and expenses payable by the Petitioner, shall be made by payment into the Bank of British North America, in Toronto, to an account to be opened there by the description of "The Controverted Elections Act of 1871, Security Fund," which shall be vested in and drawn upon from time to time by the Chief Justice of the Queen's Bench, for the time being, (by cheeks countersigned by the Clerk of the Crown,) for the purposes for which security is required by the said Act, and a Bank receipt or certificate for the same shall be forthwith left at the office of the Clerk of the Crown.

XVII.

All claims at Law or in Equity to money deposited or to be deposited in the Bank for payment of costs, charges and expenses payable by the Petitioners, pursuant to the said 16th Rule, shall be disposed of by the Court of Queen's Bench or a Judge.

XVIII.

Money so deposited shall, if, and when the same is no longer needed for securing payment of such costs, charges and expenses, be returned or otherwise disposed of as justice may require, by rule of the Court of Queen's Bench or order of a Judge.

XIX.

Such rule or order may be made after such notice of intention to apply, and proof that all just claims have been satisfied or otherwise sufficiently provided for as the Court or Judge may require.

XX

The rule or order may direct payment either to the party in whose name the same is deposited, or to any person entitled to receive the same.

XXI.

Upon such rule or order being made, the amount may be drawn for by the Chief Justice of the Queen's Bench for the time being, by check countersigned as aforesaid.

XXII.

The Clerk of the Crown shall file such receipt or certificate, and keep a book open to inspection of all parties concerned, in which shall be entered from time to time the amount and the Petition to which it is applicable, which book may be inspected without payment of any fee.

XXIII.

The recognizance as security for costs may be acknowledged before a Judge at Chambers, or the Clerk of the Crown, or a Justice of the Peace in the country.

There may be one recognizance acknowledged by all the sureties, or separate recognizances by one or more (not exceeding four), as may be convenient.

XXIV.

The recognizance shall contain the name and usual place of abode of each surety, with such sufficient description as shall enable him to be found or ascertained, and may be as follows :—

Be it remembered that on the day of in the year of our Lord, 18 before me (*name and description*) came A.B. of (*name and description as above prescribed*) and acknowledged himself (*or severally acknowledged themselves*) to owe to our Sovereign Lady the Queen, the sum of eight hundred dollars (*or the following sums*) [that is to say] the said C.D. the sum of $, the said E. F. the sum of $, the said G. H. the sum of $, and the said J. K. the sum of $, to be levied on (his *or their respective*) goods and chattels, lands and tenements, to the use of our Sovereign Lady the Queen, her heirs and successors.

The condition of this recognizance is that if (*here insert the names of all the Petitioners, and if more than one add*, or any of them)shall well and truly pay all costs, charges and expenses, in respect of the Election Petition, signed by him (*or* them) relating to the (*here insert the name of the Electoral Division*) which shall become payable by the said Petitioner (or Petitioners or any of them) under the "Controverted Election Act of 1871," to any person or persons, then this recognizance to be void, otherwise to stand in full force.

Signed (*Signatures of Securities.*)

Taken and acknowledged by the above named (*names of sureties*) on the day of at before me

C. D.

A Justice of the Peace (*or as the case may be.*)

XXV.

The recognizance or recognizances shall be left at the office of the Clerk of the Crown by or on behalf of the petitioner, in like manner as before prescribed for the hearing of a petition forthwith after being acknowledged.

XXVI.

The time for giving notice of any objection to a recognizance, under the 8th section of the Act, shall be within five days from the date of service of the notice of the petition and of the nature of the security, exclusive of the day of service.

XXVII.

An objection to the recognizance must state the ground or grounds thereof, as that the sureties, or any, and which of them, are insufficient, or that a surety is dead, or that he cannot be found, or that a person named in the recognizance has not duly acknowledged the same.

XXVIII.

An objection made to the security shall be heard and decided by the Clerk of the Crown,

subject to appeal within five days to a Judge, upon summons taken out by either party, to declare the security sufficient or insufficient.

XXIX.

Such hearing and decision may be either upon affidavit or personal examination of wit nesses, or both, as the Clerk of the Crown or Judge may think fit.

XXX.

If by order made upon such summons the security be declared sufficient, its sufficiency shall be deemed to be established within the meaning of the 9th section of the said Act, and the petition shall be at issue.

XXXI.

If by order made on such summons an objection be allowed, and the security be declared insufficient, the Clerk of the Crown or Judge shall in such order state what amount he deems requisite to make the security sufficient, and the further prescribed time to remove the objection by deposit shall be within five days from the date of the order, not including the day of the date, and such deposit shall be made in the manner already prescribed.

XXXII.

The costs of hearing and deciding the objections made to the security given shall be paid as ordered by the Clerk of the Crown or Judge, and in default of such order shall form part of the general costs of the petition.

XXXIII.

The costs of hearing and deciding an objection upon the grounds of insufficiency of a surety or sureties, shall be paid by the petitioner, and a clause to that effect shall be inserted in the order declaring its sufficiency or insufficiency, unless at the time of leaving the recognizance with the Clerk of the Crown there be also left with him an affidavit of the sufficiency of the surety or sureties, sworn by each surety before a justice of the peace, which affidavit any justice of the peace is hereby authorized to take, or before some person authorized to take affidavits, in some one of the Superior Courts, that he is seized or possessed of real or personal estate, or both, above what will satisfy his debts, of the clear value of the sum for which he is bound by his recognizance, which affidavit may be as follows :

In the Queen's Bench.

"CONTROVERTED ELECTIONS ACT OF 1871."

I, A. B., of (*as in recognizance*) make oath and say, that I am seized or possessed of real (*or* personal) estate, above what will satisfy my debts, of the clear value of $

Sworn, &c.

XXXIV.

The order of the Clerk of the Crown for payment of costs shall have the same force as an order made by a Judge, and may be made a Rule of the Court of Queen's Bench, and enforced in like manner as a Judge's order.

XXXV.

The Clerk of the Crown shall make out the Election list. In it he shall insert the names of the Agents of the Petitioners and Respondent, and the addresses to which notices may be sent, if any. The list may be inspected at the office of the Clerk of the Crown at any

time during office hours, and shall be put up for that purpose upon a notice board appropriated to proceedings under the said Act, and headed "Controverted Elections Act of 1871."

XXXVI.

The time and place of the trial of each election Petition shall be fixed by the Judges on the rota, and notice thereof shall be given in writing by the Clerk of the Crown, by sticking notice up in his office, sending one copy by the post to the address given by the Petitioner, another to the address given by the Respondent, if any, and a copy by the post to the Sheriff, fifteen days before the day appointed for the trial. The Sheriff shall forthwith publish the same in the Electoral Division.

XXXVII.

The sticking up of the notice of trial at the office of the Clerk of the Crown shall be deemed and taken to be notice in the prescribed manner within the meaning of the Act, and such notice shall not be vitiated by any miscarriage of, or relating to, the copy or copies thereof to be sent as already directed.

XXXVIII.

The notice of trial may be in the following form:—

"CONTROVERTED ELECTIONS ACT OF 1871."

Election Petition of *(name the Electoral Division)*, take notice that the above Petition (*or* Petitions), will be tried at on the day of , and on such other subsequent days as may be needful.

Dated the day of

By order.

(Signed.) A. B.
Clerk of the Crown of the Court of Queen's Bench

XXXIX.

That notice of the time and place of the trial of each Election Petition shall be transmitted by the Clerk of the Crown to the Clerk of the Crown in Chancery, and that the Clerk of the Crown in Chancery shall, on or before the day fixed for the trial, deliver, or cause to be delivered, to the Registrar of the Judge who is to try the Petition, or his Deputy, the Poll Books, for which the Registrar or his Deputy shall give, if required, a receipt; and that the Registrar or his Deputy shall keep in safe custody the said Poll Books until the trial is over, and then return the same to the Crown Office.

XL.

A Judge may from time to time, by order made upon the application of a party to the Petition, or by notice in such form as the Judge may direct to be sent to the Sheriff, postpone the beginning of the trial to such day as he may name, and such notice, when received, shall be forthwith made public by the Sheriff.

XLI.

In the event of the Judge not having arrived at the time appointed for the trial, or to which the trial is postponed, the commencement of the trial shall, *ipso facto*, stand adjourned to the ensuing day, and so from day to day.

XLII.

No formal adjournment of the Court for the trial of an Election Petition shall be neces-

sary, but the trial is to be deemed adjourned, and may be continued from day to day until the inquiry is concluded; and in the event of the Judge who begins the trial being disabled by illness or otherwise, it may be recommenced and concluded by another Judge.

XLIII.

The application to state a special case may be made by rule in the Court of Queen's Bench when sitting, or by a summons before a Judge at Chambers, upon hearing the parties.

XLIV.

The title of the Court of Record held for the trial of an Election Petition may be as follows:

Court for the trial of an Election Petition for the (*name the Electoral Division*), between , Petitioner, and , Respondent, and it shall be sufficient so to entitle all proceedings in that Court.

XLV.

An officer shall be appointed for each Court for the trial of an Election Petition, who shall attend at the trial in like manner as the Clerks of Assize and of Arraigns attend at the Assizes

Such officer may be called the Registrar of that Court. He by himself, or in case of need his sufficient Deputy, shall perform all the functions incident to the officer of a Court of Record, and also such duties as may be prescribed to him.

XLVI.

The reasonable costs of any witness shall be ascertained by the Registrar of the Court, and the certificate allowing them shall be under his hand.

XLVII.

The order of a Judge to compel the attendance of a person as a witness may be in the following form:

Court for the trial of an Election Petition for (*complete the title of the Court*), the day of

To A. B., (*describe the person*), you are hereby required to attend before the above Court at (*place*), on the day of , at the hour of (*or* forthwith, *as the case may be*), to be examined as a witness in the matter of the said Petition, and to attend the said Court until your examination shall have been completed.

As witness my hand,

A. B.
Judge of the said Court.

XLVIII.

In the event of its being necessary to commit any person for contempt, the warrant may be as follows:—

At a Court holden on at for the trial of an Election Petition for the (*here name the Electoral Division*), before the Honourable and one of the Judges for the time being for the trial of Election Petitions, pursuant to the "Controverted Elections Act of 1871."

Whereas, A. B. has this day been guilty, and is by the said Court adjudged to be guilty, of a contempt thereof: the said Court does, therefore, sentence the said A. B. for his said contempt to be imprisoned in the Gaol for calendar months, and to pay to our Lady the Queen a fine of $, and to be further imprisoned in the said Gaol

until the said fine be paid. And the Court further orders that the Sheriff of the said County (*or as the case may be*) and all constables and officers of the Peace of any County or place where the said A. B. may be found, shall take the said A. B. into custody, and convey him to the said Gaol, and there deliver him into the custody of the Gaoler thereof to undergo his said sentence. And the Court further orders the said Gaoler to receive the said A. B. into his custody, and that he shall be detained in the said Gaol in pursuance of the said sentence.

Signed the day of A.D.

(*To be signed by the Judge*).

XLIX.

Such warrant may be made out and directed to the Sheriff or other person having the execution of process of the Superior Courts, as the case may be, and to all constables and officers of the Peace of the County or place where the person adjudged guilty of contempt may be found, and such warrant shall be sufficient without further particularity, and shall and may be executed by the persons to whom it is directed, or any or either of them.

L.

All interlocutory questions and matters, except as to the sufficiency of the security, shall be heard and disposed of before a Judge, who shall have the same control over the proceedings under the "Controverted Elections Act of 1871," as a Judge at Chambers in the ordinary proceedings of the Superior Courts, and such questions and matters shall be heard and disposed of by one of the Judges upon the rota, if practicable, and if not, then by any Judge at Chambers.

LI.

Notice of an application for leave to withdraw a Petition shall be in writing and signed by the Petitioners or their agent. It shall state the ground on which the application is intended to be supported.

The following form shall be sufficient:—

"Controverted Elections Act of 1871," (*name the Electoral Division*) of

Petition of (*state petitioners*) presented day of

The Petitioner proposes to apply to withdraw his Petition upon the following ground (*here state the ground*), and prays that a day may be appointed for hearing his application.

Dated this day of

(Signed),

LII.

The notice of application for leave to withdraw shall be left at the office of the Clerk of the Crown.

LIII.

A copy of such notice of the intention of the Petitioner to apply for leave to withdraw his Petition shall be given by the Petitioner to the Respondent, and to the Returning Officer, who shall make it public in the Electoral Division to which it relates, and shall be forthwith published by the Petitioner in at least one newspaper published or circulating in the place, if any.

The following may be the form of such notice:—

"Controverted Elections Act of 1871." In the Election Petition for in which is Petitioner and Respondent. Notice is hereby given that the above Petitioner has on the day of lodged at the office of the Clerk of the Crown, notice of an application to withdraw the Petition, of which notice the following is a copy (*set it out*). And take notice that, by the rule made by the Judges, any person who might have been a Petitioner in respect of the said Election may, within five days after pub-

lication by the Returning Officer of this notice, give notice in writing of his intention on the hearing to apply for leave to be substituted as a Petitioner.

(Signed),

LIV.

Any person who might have been a Petitioner in respect of the Election to which the Petition relates, may, within five days after such notice is published by the Returning Officer, give notice, in writing, signed by him or on his behalf, to the Clerk of the Crown, of his intention to apply at the hearing to be substituted for the Petitioner, but the want of such notice shall not defeat such application, if in fact made at the hearing.

LV.

The time and place for hearing the application shall be fixed by a Judge, and whether before the Court of Queen's Bench or before a Judge, as he may deem advisable, but shall not be less than a week after the notice of the intention to apply has been given to the Clerk of the Crown as hereinbefore provided, and notice of the time and place appointed for the hearing shall be given to such person or persons, if any, as shall have given notice to the Clerk of the Crown of an intention to apply to be substituted as Petitioners, and otherwise in such manner and at such time as the Judge directs.

LVI.

Notice of abatement of a Petition, by death of the Petitioner or surviving Petitioner, under section 40 of the said Act, shall be given by the party or person interested in the same manner as notice of an application to withdraw a Petition; and the time within which application may be made to the Court or a Judge, by motion or summons at Chambers, to be substituted as a Petitioner, shall be one calendar month, or such further time as, upon consideration of any special circumstances, the Court or a Judge may allow.

LVII.

If the Respondent dies or if the Legislative Assembly have resolved that his seat is vacant, any person entitled to be a Petitioner under the Act in respect of the election to which the petition relates, may give notice of the fact in the Electoral Division by causing such notice to be published in at least one newspaper published or circulating therein, if any, and by leaving a copy of such notice signed by him or on his behalf with the Returning Officer, and a like copy with the Clerk of the Crown.

LVIII.

The manner and time of the Respondent giving notice to the Court that he does not intend to oppose the Petition, shall be by leaving notice thereof, in writing, at the office of the Clerk of the Crown, signed by the Respondent six days before the day appointed for trial, exclusive of the day of leaving such notice.

LIX.

Upon such notice being left at the office of the Clerk of the Crown, he shall forthwith send a copy thereof by the post to the Petitioner or his Agent, and to the Sheriff, who shal cause the same to be published in the Electoral Division.

LX.

The time for applying to be admitted as a Respondent in either of the events mentioned in the 41st section of the Act, shall be within ten days after such notice is given as here in before directed, or such further time as the Court or Judge may allow.

LXI.

Costs shall be taxed by the Clerk of the Crown, or at his request, by any Master of a Superior Court, upon the Rule of Court or Judge's order by which the costs are payable, and costs when taxed may be recovered by execution issued upon the Rule of Court ordering them to be paid, or, if payable by order of a Judge, then by making such order a Rule of Court in the ordinary way, and issuing execution upon such rule against the person by whom the costs are ordered to be paid, or in case there be money in the Bank available for such purpose, then to the extent of such money by order of the Chief Justice of the Queen's Bench, by check countersigned by the Clerk of the Crown.

The office fees payable for inspection, office copies, enrollment and other proceedings under the Act, and these rules, shall be the same as those payable, if any, for like proceedings according to the present practice of the Court of Queen's Bench.

LXII.

An Agent employed for the Petitioner or Respondent shall forthwith leave written notice at the office of the Clerk of the Crown of his appointment to act as such agent, and service of notices and proceedings upon such agent shall be sufficient for all purposes.

LXIII.

No proceeding under the "Controverted Elections Act of 1871" shall be defeated by any formal objection.

LXIV.

Any rule made or to be made in pursuance of the Act, if made in Term time, shall be published by being read by the Clerk of the Crown in the Court of Queen's Bench; and, if made out of Term, by a copy thereof being put up in the office of the Clerk of the Crown.

Wm. B. Richards, C. J.
J. G. Spragge, C.
John H. Hagarty, C. J. C. P.

Dated the 11th day of March, A.D. 1871.

Return to an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying that His Excellency will cause to be laid before the House, copies of all regulations issued by the Council of Public Instruction respecting Public Schools, now in force, a list of the persons to whom the Council granted certificates; a statement of the results in detail of the late examinations for certificates of qualification of School Teachers; copies of the minutes of the Council of Public Instruction for the years 1867, 1868, 1869, 1870 and 1871; and copies of the programme of studies prescribed for Public Schools and High Schools. Also,—Supplementary Return. *(Not Printed.)*

PAPERS

In connection with the North Grey Railway Company's application for Aid. Presented to the Legislative Assembly by command of His Excellency the Lieutenant-Governor.

Toronto, 5th February, 1872.

SCHEDULE OF CORRESPONDENCE AND DOCUMENTS.

A—Letter of N. Barnhart, President, to Provincial Secretary.....	June	17,	1871.
B—Letter from Acting Assistant-Secretary to N. Barnhart.....	July	6,	"
C—Letter from F. J. Joseph, Secretary of the Company, to Provincial Secretary, with Stock List and Statement of Bonuses.....	"	12,	"
D—Letter from Acting Assistant-Secretary to F. J. Joseph	"	17,	"
E—Letter from F. J. Joseph to Provincial Secretary, enclosing List of Shareholders.....	"	18,	"
F—Copy of a Minute of Council	Oct.	14,	"
G—Letter from Assistant Provincial Secretary to N. Barnhart.....	"	18,	"
H—Letter from Provincial Secretary to N. Barnhart	Dec.	29,	"
I—Letter from N. Barnhart to Provincial Secretary.....	Jan.	2,	1872

Copy. "A."

Toronto, June 17th, 1871.

To the Honourable
The Provincial Secretary.

Honourable Sir,—By instructions of the Directors of the North Grey Railway Company, I have the honour to submit their claim to participation in the Parliamentary Grant proposed to be made in aid of railways, under the Act 34 Vic., cap. 2.

The Company was incorporated by Act 34 Vic., cap. 37, and has power to construct a line from some point on the Northern Railway of Canada, at or near the Town of Collingwood, in the County of Simcoe, to the Village of Meaford, in the County of Grey.

The line has been surveyed and located, and may be taken as from twenty-one to twenty-two miles in length.

The estimated cost is $352,510, or say $16,800 per mile.

The following are credits upon Capital Account, by which you will observe that the Company is in a position to undertake and complete the work now in hand on receiving a grant of $2,500 per mile :—

Estimate of Cost.

For Contract to subgrade, as per system of Toronto, Simcoe, and Muskoka Junction Railway.....	$130,000 00
For balance of work, and all other expenditure, as per details submitted.....	222,510 00
Total cost of twenty-one miles	$352,510 00

CREDITS ON CAPITAL ACCOUNT.

1st. Paid up subscribed Stock		$30,000 00
2nd. Proceeds of Municipal Bonuses, Townships of Collingwood, Euphrasia and St. Vincent $120,000 at 94		112,800 00
3rd. Mortgage Debentures, guaranteed by Northern Railway Company at $9,000 per mile, twenty-one miles at $9,000	$189,000 00	
Less Discount, 15 per cent	28,350 00	
		$160,650 00
Government Subsidy, say 21 miles at $2,500 per mile....		52,500 00
		$355,950 00
Total available Capital.....		$355,950 00

The Company have accordingly completed all their preparations for commencing the undertaking, and will in all probability let the contract for the whole road this day.

As it is their intention to make a vigorous effort to complete the line, if possible, this year, I am instructed to request that you will, at the earliest possible moment, submit this appeal to His Excellency the Lieutenant-Governor and Council, in order that we may be advised that the Company is recognized by the Government for the grant herein named.

I have the honour to be,
Your most obedient servant,
(Signed,) N. BARNHART,
President N. G. R.
(Signed,) F. J. JOSEPH,
Secretary.

Copy. "B."

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, July 6th, 1871.

SIR,—Adverting to your communication of the 17th ult., making application on behalf of the North Grey Railway for aid towards the construction of that road under the terms of the Act 34 Vic., cap. 2, I am directed to request you to furnish an authenticated statement, showing the bonuses granted by the several municipalities interested in its construction, and also a list of the shareholders, with evidence as to their ability to pay the authorized calls.

I have the honour to be, Sir,
Your obedient servant,
(Signed,) J. R. ECKART,
Acting Assistant-Secretary.

R. Barnhart, Esq.,
President North Grey Railway,
Toronto.

Copy. "C."

NORTH GREY RAILWAY,
TORONTO, July 12th, 1871.

SIR,—Referring to the communication from your office on the 7th inst., I am instructed by the Board of this Company to comply with your request by enclosing herewith a statement showing the bonuses granted by the several municipalities interested in the construction of this railway, authenticated under the hand of the President, and under the Seal of the Company, and also a certified list of the shareholders, with the certificate of the President of the Company as evidence of their ability to pay the authorized calls.

The Board trusts that the accompanying documents, together with the statements contained in the letter to you of the 17th June, will supply all the information requisite to be submitted to the Lieutenant Governor in Council to sustain the application of this Company for a grant under the Act 34 Vic., cap. 2.

I have the honour to be, Sir,
Your obedient servant,
(Signed,) F. J. Joseph,
Secretary N. G. R.

To the Honourable
M. C. Cameron,
Prov. Secretary,
Toronto.

Copy.

North Grey Railway Company.

Statement of bonuses granted to aid this Company:—

From the Township of St. Vincent	$60,000
From the Township of Collingwood	27,500
From the Township of Euphrasia	32,500
	$120,000

I hereby certify that the above is a true and complete statement of all bonuses granted by the several municipalities interested in the construction of the North Grey Railway.

As witness my hand and the seal of the said Company, this thirteenth day of July, A. D. 1871.

(Signed,) N. Barnhart,
President,
North Grey Railway Company.

Copy.

NORTH GREY RAILWAY COMPANY.

List of Shareholders.

John Beverley Robinson	Toronto.
H. Lloyd Hime	do.
G. D'Arcy Boulton	do.
F. W. Coates	do.
A. McLean Howard	do.
C. W. Moberly	do.
C. R. Sing	Meaford.
James Stewart	
Thomas Andrews	Thornbury.
John Tyson	
Fred. Cumberland	Toronto.
John Moat	do.
Fred. Cumberland	do.
Joseph Rocke	Clarksbury.
Walter L. Tyson	
F. B. Cumberland	Toronto.
N. Barnhart	do.
J. D. Edgar	do.
Frank Smith	do.
H. S. Howland	do.
W. H. Howland	do.

I, Noah Barnhart, in the City of Toronto, in the County of York, Esq., do hereby certify—

That I am, and have been from its organization, the President of the North Grey Railway Company;

That I have a general knowledge of the circumstances and standing of all of the above-named shareholders, and I am satisfied of their ability to pay the authorized calls upon the stock subscribed by them:

That the above statement contains a full list of the subscribers to the capital stock of the North Grey Railway Company.

As witness my hand and the seal of the said Company this thirteenth day of July, A. D. 1871.

(Signed,) N. BARNHART,
President N. G. R.

Copy. "D."

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, July 17th, 1871.

SIR,—I am directed to call your attention to the fact that the list of shareholders of the North Grey Railway forwarded by you in your communication of 12th inst. does not specify the amount of stock held by each shareholder, and to state that that information must be furnished before the petition of the Company can be submitted for the consideration of His Excellency the Lieutenant-Governor.

I have the honour to be, Sir,
Your obedient servant,
(Signed,) J. R. ECKART,
Acting Assistant-Secretary.

F. J. Joseph, Esq.,
Secretary North Grey Railway,
Toronto.

Copy. "E."

TORONTO, July 18th, 1871.

SIR,—In compliance with the terms of your letter of 17th inst., I am instructed by the Board of the North Grey Railway Company to forward you the enclosed list of shareholders of this Company, which shows the amount of stock held by each shareholder.

Hoping this will complete the requisite information,

I have the honour to be, Sir,
Your obedient servant,
(Signed,) F. J. JOSEPH,
Secretary.

To the Hon. M. C. Cameron,
Provincial Secretary, Toronto.

Copy.

List of Shareholders in this Company, with the amount of stock held by each shareholder:—

John Beverley Robinson,	Toronto	$ 5,000
H. Lloyd Hime	"	2,500
G. D'Arcy Boulton	"	1,000
F. W. Coates	"	2,000
A. McLean Howard	"	1,000

C. W. Moberly	"	2,000
C. R. Sing	Meaford	1,000
James Stewart		1,000
Thos Andrews		1,000
John Tyson		1,000
Fred. Cumberland,	Toronto	10,000
John Moat	"	1,000
J. D. Edgar	"	2,000
Joseph Rocke		1,000
Walter L. Tyson		1.000
N. Barnhart,	Toronto	1,000
Frank Smith	"	2,000
H. S. Howland	"	2,000
W. H. Howland	"	2,000
F. B. Cumberland	"	8,000

I certify that the above statement shows the names and addresses of all the shareholders of the North Grey Railway Company, together with the amount of stock held by each of them.

N. Barnhart,
President, North Grey Railway Company.

Copy. "F."

Copy of a Minute of Council approved of by His Excellency the Lieutenant-Governor, the 14th October, 1871.

The Committee of Council have had under consideration the application of the North Grey Railway Company, claiming that a portion of the road contemplated to be built by them is now in course of construction between the Town of Collingwood and the Village of Meaford, and that they are, therefore, entitled to a share of the appropriation by the Act entitled "An Act in aid of Railways," 34 Vic., cap. 2, and the Committee are of opinion that the Company have furnished the proof required by the third section of the said Act.

The committee recommend that an Order in Council be passed declaring that the said Company shall be entitled to the sum of two thousand dollars per mile out of the said aid, to be paid for the distance between the Town of Collingwood and the Village of Meaford so soon as the said last-mentioned portion of the line shall be reported by the Commissioner of Agriculture and Public Works to be completed as provided in the second section of the said Act.

Certified,
(Signed,) J. G. Scott,
C. E. C.

Toronto, 16th October, 1871.

Copy 602. "G."

Provincial Secretary's Office,
Toronto, October 18th, 1871.

Sir,—Adverting to your communication of the 17th of June last, I am commanded by His Excellency the Lieutenant-Governor to inform you that he has approved a minute of Council, whereby it is ordered that the sum of two thousand dollars per mile of the distance between the Town of Collingwood and the Village of Meaford, be granted to the North Grey Railway Company, out of the appropriation made by the Legislature in that behalf, His Excellency being of opinion that the Company has furnished the proof required by the third section of the Act 34 Vic., cap. 2, entitled "An Act in aid of Railways."

I am further to state that the money will be payable as soon as that portion of the line above mentioned shall be reported by the Commissioner of Agriculture and Public Works to be in the state of completion, contemplated by the second section of the above-quoted Act.

I have the honour to be, Sir,
Your obedient servant,
(Signed,) THOMAS C. PATTESON,
Assistant-Secretary.

N. Barnhart, Esq.,
President, North Grey Railway,
Toronto.

"H."

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, December 29th, 1871.

SIR,—With further reference to the subject of aid from the Railway Fund asked for the railway of which you are President, and with respect to which a letter was addressed to you upon the 18th of October, by Mr. Assistant Secretary Patteson, stating the condition upon which a grant would be payable to the Company, I now have the honour to state that the Government is further desirous of ascertaining the contract price of the works under construction. They find no evidence among the papers that would give them this information, though it may be inferred that some oral communication had been made upon the subject.

I have, therefore, to request that you furnish me, for His Excellency's information, with a statement of the contract price of the cost of the work and the exact length of the line.

I have the honour to be, Sir,
Your obedient servant,
(Signed,) PETER GOW,
Secretary.

N. Barnhart, Esq.,
President, North Grey Railway.

"I."

Copy.

NORTH GREY RAILWAY,
TORONTO, 2nd January, 1872.

SIR,—I have the honour to acknowledge the receipt of your letter of the 29th ult. having reference to a letter from Mr. Assistant Secretary Patteson, dated the 18th October and requesting a statement of the contract cost of the work, and the exact length of this rail way from Collingwood to Meaford, in reply to which I have the honour to state,

1st.—That the contract price for construction to sub-grade, exclusive of right of way of track, iron, ballast, girders of bridges, &c., &c., is $129,505·00.

That track iron has been delivered in Toronto to this date, to the value of $116,736 94c., and that the total estimate cost of the completed work is $352,510.

2nd.—That the total length of the line between Collingwood and Meaford is twenty-one miles.

I am requested to avail of this opportunity, to state further that, in view of the terms of the Assistant Secretary's letter of the 18th of October, the Directors have felt themselves authorized to act upon the assurance of the Order of Council therein referred to, and which has placed at their disposal a sum equivalent to $2,000 per mile, upon the length of line already stated as a grant, in aid under Act 34 Vic., cap. 2.

I have the honour to be, Sir,
Your most obedient servant,
N. BARNHART,
President.

SCHEDULE

North Grey Railway Supplementary Papers and Correspondence.

19th February, 1872...Letter from Provincial Secretary to President of Company.
19th February, 1872... do do do do do
19th February, 1872... Letter from President of Company to Provincial Secretary.

Copy.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 19th February, 1872.

SIR,—With further reference to the application of the North Grey Railway Company, I have now the honour to request you to furnish, without delay, a statement of the bonds of that Company that are sold, with the date of sale, and the amount realized therefrom.

I have the honour to be, Sir,
Your obedient servant,
PETER GOW,
Secretary.

N. Barnhart, Esq.,
North Grey Railway Company,
Toronto.

Copy.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 19th February, 1872.

SIR,—I have the honour to request you to furnish a statement of the amount actually paid up of your railway stock to the 17th instant, inclusive.
You will be good enough to answer by bearer.

I have the honour to be, Sir,
Your obedient servant,
(Signed,) PETER GOW.
Secretary.

N. Barnhart, Esq.,
President North Grey Railway Company,
Toronto.

Copy.

NORTH GREY RAILWAY,
TORONTO, February 19th, 1872.

SIR,—With reference to your letter of this date, referring to the application of the North Grey Railway for aid from the Government, I have the honour to state that the total amount paid up to and inclusive of the 17th instant, on the subscribed capital stock of this Company, is ($17,000) seventeen thousand dollars.

It is proposed to make further calls as the work progresses.

With reference to your enquiry as to the issue of bonds by the North Grey Railway Company, I have the honour to inform you that the Company has issued and hypothecated in London, England, bonds to the face value of (£37,800 sterling) thirty-seven thousand eight hundred pounds sterling. The advance secured upon these bonds was at the rate of sixty-five per cent. of their par value, or say, ($119,573 99c.) one hundred and nineteen thousand five hundred and seventy-three $\frac{99}{100}$ dollars.

My Board was recommended not to make an absolute sale of these bonds until the amalgamation of this Company with the Muskoka Railway Company, and we now confidently anticipate being able to redeem the bonds so hypothecated by the issue, at an advanced price, of bonds of the amalgamated company, for which issue provision has been made in the Act of Amalgamation already passed to a third reading at the present Session of the Ontario Legislature.

I have the honour to be, Sir,
Your obedient servant,
N. BARNHART,
President, North Grey Railway.

To the Honourable
The Provincial Secretary, &c., &c.,
Toronto.

PAPERS

In connection with the Kingston and Pembroke Railway Company's application for aid. Presented to the Legislative Assembly by command of His Excellency the Lieutenant-Governor.

Toronto, 5th February, 1872.

SCHEDULE OF CORRESPONDENCE AND DOCUMENTS.

2nd Sept., 1871.....A—Letter of C. F. Gildersleeve, President of the Company to Attorney-General Macdonald.
3rd Oct., 1871.....B—Letter from Mr. Gildersleeve to Attorney-General Macdonald.
5th " .....C—Letter of Honourable John Carling to S. P. Mabee.
8th Nov., 1871.....D—Petition of the Company for aid, with
1. Estimate of cost of road.
2. Stock List.
3. By-laws of four Councils.
29th Dec., 1871.....E—Letter of Provincial Secretary to Company.
F—Telegrams—Attorney-General Crooks to Honourable John S. Macdonald. Answer.
Attorney-General Crooks to Honourable J. Carling. Answer.
C. F. Gildersleeve to Attorney-General Crooks.
2nd Jan'y., 1872...G—Letter of C. F. Gildersleeve to Provincial Secretary.
6th " ...H—Mr. Maybee's report
30th " .....I—Letter from Provincial Secretary to President of the Company.
31st " .. J—Letter from C. F. Gildersleeve to Provincial Secretary, with
1. Letter from Mr. Gildersleeve to Provincial Secretary.
2. Copy of Minutes relative to Deputation that waited on Honourable J. S. Macdonald, September 29, 1871.
3. Certificate of Mr. Gildersleeve as to ability of subscribers of stock being *bona fide*.
31st Jan'y, 1872... 4. Letter of Mr. Gildersleeve to Mr. Blake.
5. Professional qualifications of Engineers.

Copy. "A"

Kingston and Pembroke Railway Company.
Kingston, 2nd September, 1871.

Honourable J. Sandfield Macdonald,
Attorney-General, Ontario.

Dear Sir.—I have much pleasure in informing you that since the last deputation from the directors of this company waited upon you, and received your warm promise

of Government aid to this enterprise, most material progress has been made in the affairs of the company. Bonuses have been granted by the interested municipalities as follows :—

City of Kingston	$ 300,000
County of Frontenac	150,000
County of Renfrew	100,000
Village of Pembroke	50,000
Total	$ 600,000

Bona fide subscriptions of stock have been inscribed in the books of the company to the amount of $180,900 by eighty-six subscribers in amounts varying from $50 to $10,000. Ten per cent. on the subscriptions has already been paid, with the exception of $700 which will be paid before the time elapses. The meeting of the shareholders for the election of directors takes place on the 27th September instant. You will therefore see that the company is in full course of organization, and that with the financial basis of $780,000 already realised as above, and the Government aid under the Railway Aid Act of last session, there can be no reasonable doubt of the construction of the road.

The surveying parties are out upon the line, and the directors hope at an early day to wait upon your Government with the necessary information for the passage of the Order in Council appropriating the aid to which the road will be entitled as the construction proceeds. In the meantime they rely that their claims are recognized by the Government, and that a sum sufficient for a grant of $4,000 per mile, which they think the special features of their road will entitle them to throughout (opening up as it will so much Free Grant Land, and increasing the value of the Crown Timber so enormously) will be kept untouched until they have the early opportunity of presenting their memorial.

(Signed,) C. F. Gildersleeve,
President.

Copy. "B."

Kingston and Pembroke Railway Company's Office,
Kingston, 3rd October, 1871.

To the Honourable
J. Sandfield Macdonald,
Attorney-General of Ontario,
Toronto.

Dear Sir,—In considering the intimation which fell from you at the recent interview with the directors of this company, on the 29th ult., that the Government of Ontario may desire to send persons appointed by itself over the proposed line of road, before passing the Order in Council appropriating aid under the Act of last session, the directors are of opinion that the present is the most favourable time for an examination, on account of the facility with which the country can be explored, before the swamps and roads are impeded by the autumn rains.

They, therefore, respectfully request, if the examination is required, that it may be made immediately; and they will be happy to afford the person or persons appointed all requisite information and facilities.

I have the honour to be,
Your obedient servant,

(Signed,) C. F. Gildersleeve,
President, K. & P. R. R.

Copy. "C."

RE INSPECTION KINOSTON AND PEMBROKE RAILWAY.

Copy of letter from the Hon. John Carling, Commissioner of Public Works, Ont., to S. P. Mabee, Esq., Port Rowan.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, Oct. 5th, 1871.

SIR,—The numerous applications made by Railway Corporations for aid, out of the amount appropriated during the last Session of the Legislature, Cap. 2, 34 Vic., entitled "an Act in aid of Railways," the preamble of which is,—"to give aid towards the construction of Railways leading to or through sections of country remote from existing thoroughfares, or passing through thinly settled tracts, or leading to the Free Grant Territory, or to the inland waters," renders it necessary that an inspection be made of the routes through which it is contemplated to construct such Railways.

Your services are therefore required for such inspection of the Kingston and Pembroke Railway The principal examination you will require to make along the whole length of the proposed route, will be as to what, in the words of the preamble, may appear to you to be "thinly settled tracts," in each township until the line reaches the confines of the Free Grant Territory. You will also report on such portions of the route as may pass through well settled townships, and in cases where the line is to pass through wild lands not yet surveyed or remaining unappropriated for Free Grants, you will report on the general aspect of such lands, especially with regard to their soil and timber, and any other important features shewing the desirability or otherwise of opening a thoroughfare through such portions of our outlying Territory.

As the Railway Corporations are urgently pressing a decision by the Government of the aid to which they may be entitled, you will be good enough to enter upon your duties at the earliest possible day and report to this Department as soon as you have made the necessary examination.

I am, Sir,
Your obedient servant,
(Signed), JOHN CARLING.

S. P. Mabee, Esq.,
Port Rowan, Ontario.

(Copy.) "D."

To the Honourable William Pearce Howland, C. B., Lieutenant-Governor of the Province of Ontario.

The Petition of the Kingston and Pembroke Railway Company, HUMBLY SHEWETH:—

That the Kingston and Pembroke Railway Company was incorporated by an Act of the Parliament of Canada, 34 Victoria, Chap. 49, assented to on the fourteenth day of April, A.D. 1871.

That by said Act said Company is empowered to build a Railway, of such width or gauge as the Company see fit, not exceeding five feet six inches nor less than two feet six inches, from within the limits of the City of Kingston to and into the Town of Pembroke, with power, by ferry communication, or otherwise, to extend into the Province of Quebec.

That by said Act it is directed that the capital stock of the Company shall not exceed $1,250,000, that the Company may receive bonuses or gifts of money from any persons or bodies corporate, and may issue bonds or debentures which shall form a first charge on the undertaking, lands, buildings, tolls, and income of the Company, provided that such bonds or debentures shall not exceed $15,000 per mile of the length of the Railway.

That the time for the commencement and completion of said Railway is regulated by the general Railway Act of Canada.

That a line of Railway leading from Kingston to Pembroke aforesaid, complies with

all the requirements mentioned in the Act in aid of Railways passed at the last Session of the Legislature of Ontario, necessary to entitle a Railway to aid thereunder.

1st. Being remote from existing thoroughfares.

2nd. Leading to the inland waters of the Province, namely, the Tay River, the Mississippi River, the Madawaska River, and the Ottawa River at Pembroke aforesaid.

3rd. Leading to the Free Grant Territory in the neighbourhood of the Townships of Palmerston, Wilberforce, Grattan, Alice, Clarendon, Miller, Algona, Fraser, McKay, Petawawa, Wylie, Buchanan and Rolph.

That the rivers above mentioned drain the largest portion of the timber country of this Province, the timber of which will be correspondingly increased in value by the facility the railway will afford for getting it to market and sending in supplies and men.

That the estimated length of said railway is 150 miles, involving an estimated cost, with sidings and stations ready for the rolling stock, of $16,700 per mile, or $500,000 for one hundred and fifty miles.

That towards such estimated cost the company have the following means available, Municipal Bonus By-Laws (certified copies of which are hereto annexed) as follows:—

City of Kingston	$300,000 00
County of Frontenac	150,000 00
" Renfrew	100,000 00
Town of Pembroke	50,000 00
Bona fide subscribed stock	180,000 00

Certified copy of which stock list is hereunto annexed, and ten per cent. upon which has been paid to said company.

That these available means leave no reasonable doubt of the early commencement and completion of the railway.

That the said municipal bonuses, together with the aid to which the railway will be entitled under said Act in aid of railways, will constitute a fund of over $1,000,000 of free gift, which will insure a profitable return for the balance of the capital required for the construction of said railway.

Your petitioners submit that the great public interests involved in the construction of said railway, the increased strength to the Province in a military point of view, the large increased value of the Crown timber, the opening up for settlement of the vast tract of country lying between Lake Ontario and the Ottawa River, and the making available the rich mineral deposits of that section constitute a claim for aid greater than that possessed by any railway at present projected in this Province.

Your petitioners therefore pray that a full measure of aid per mile be granted to your petitioners for the construction of said railway.

And as in duty bound will ever pray.

(Signed,) C. F. GILDERSLEEVE,
President, Kingston and Pembroke Railway Company.

November 8th, 1871.

KINGSTON AND PEMBROKE RAILWAY.

The following estimate of the probable cost is made pending the completion of the survey and detailed estimates; the whole line having been carefully explored and found practicable, and the surveying parties having completed about three-fourths of the whole distance.

AVERAGE MILEAGE COST.	$ cts.	$ cts.
12 Acres right of way, land damages, arbitration, conveyancing and registration. (A large portion of the line passes through unsettled Government land, some of which is free grant, and most of the remainder is absentee wild land.)	10 00	120 00
640 Rods fencing	0 50	320 00
Farm crossings, Gates and fastenings, Public road crossings, Notice Boards, Cattle guards. (As these will be required on a small portion of the line only, the average cost per mile is taken at)	73 00	73 00
Culverts, Trestle bridging for ravines and streams, minor bridges, average per mile	560 00	560 00
Chopping, close cutting, clearing and grubbing where required, average per mile for whole distance	300 00	300 00
Ballasting 3,000 cubic yards	0 37½	1,125 00
2,640 Ties 8 × 9 × 6 laid at 2 ft centres	15 00	396 00
80 Tons best iron rails delivered on track, 50lb. per yard	45 00	3,600 00
500 Steel scabbard joints	1 00	500 00
5,000 Lbs. Dog spikes	0 04	200 00
Laying track		250 00
9,000 Cubic yards clay excavation		2,250 00
Total mileage cost		9,694 00
COST ON WHOLE DISTANCE.		
5,000 Cubic yards assumed loose rock excavation on 60 miles @	0 50	150,000 00
5,000 do firm rock excavation on 60 miles @	1 50	450,000 00
Bridging the following, all having firm bottoms, rocky banks, bridges low, timber near or on the spot, and cheap, viz: Mississippi. 300 feet long; Madawaska, 500 do; Bonnechere, 400 do		40,000 00
Station grounds at Kingston		10,250 00
Do at Pembroke		7,500 00
1 Principal station at Kingston, with Caretaker's house, Blacksmith shop. Water cranes and tanks, Engine shed and turntable, Carpenter's shop, Fitting shop		12,000 00
1 Do do at Pembroke		6,000 00
10 Intermediate stations with water tanks, platform, wood-house, caretaker's house	750 00	7,500 00
6 Platform flag stations	75 00	450 00
3 Miles extra sidings for 10 crossing places (for opening of line)	6500 00	19,500 00
150 Miles right of way, fencing and crossings, culverts, clearing, ballasting, ties, iron laying and average excavation as per estimated cost per mile	9694 00	1,454,100 00
Engineering, comprising all exploratory, preliminary and location surveys, superintending works, 5 per cent. on $2,157,300		107,865 00
Contingencies, 10 per cent. on $2,265,165		226,516 00
Total		2,491,681 00

(Signed,) T. W. Nash,
Ch. Eng. K. & P. R. R.

Kingston. 28th October, 1871

THE KINGSTON AND PEMBROKE RAILWAY COMPANY.

Incorporated by Act of Parliament of the Dominion of Canada, Cap. XLIX, 34 *Vic.*

CAPITAL $1,250,000 IN 25,000 SHARES OF $50 EACH.

We, the respective persons, partnerships, firms and Corporations, whose names are hereunder written, do severally subscribe for the number of shares set opposite our respective names and seals in the Capital Stock of the Kingston and Pembroke Railway Company, and require the said shares to be allotted to us respectively under 11th Section of said Statute, and do hereby severally promise and agree to and with the said Company, to pay them, in respect thereof, within fifteen days from the date set opposite such subscription, ten per centum of the amount of said shares to the credit of said Company in the Merchants' Bank of Canada, at Kingston, and thereafter to pay said Company to the credit of the said Company in the Merchants' Bank of Canada, at Kingston, all calls to be made in respect of such shares in pursuance of the Act of Incorporation, and the By-laws of the Company from time to time to be passed.

NAME OF SUBSCRIBER.	Date of Subscription.	Post Office Address.	Number of Shares.	Amount.	Ten per centum to be paid in 15 days from date.	Seal.	Witness.
				$ cts.	$ cts.		
D. D. Calvin	22nd August, 1871	Garden Island	Two hundred and twenty-five	11,250 00	1,125 00		J. Bawden.
G. M. Kinghorn	do	Kingston	Fifty	2,500 00	250 00		do
John Breden	do	do	One hundred	5,000 00	500 00		do
Sam'l Mucklestone & Co	do	do	Twenty	1,000 00	100 00		do
A. Livingston	do	do	do	1,000 00	100 00		do
J. S. Livingston	do	do	Two	100 00	10 00		do
John Fraser	do	do	Eighty	4,000 00	400 00		do
Fred. Joseph George	do	do	Forty	2,000 00	200 00		do
Gregor Grant Fraser	do	do	One	50 00	5 00		do
Geo. Robertson & Son	do	do	Twenty	1,000 00	100 00		do
Schuyler Shibley	do	do	do	1,000 00	100 00		do
Wm. Ford, Jun	do	do	Fifty	2,500 00	250 00		do
J. O'Reilly	do	do	Twenty	1,000 00	100 00		do
Wm. Moffatt	do	Pembroke	do	1,000 00	100 00		do
Wm. Moffatt & Son	do	do	One hundred	5,000 00	500 00		do
Thos. Dawson	do	Wolfe Island	Forty	2,000 00	200 00		do
Thos. Murray	do	Pembroke	Twenty	1,000 00	100 00		do
Thos. Murray & Wm. Murray, by Thos. Murray their Att'y	do	do	One hundred	5,000 00	500 00		do
A. Macalister	do	Kingston	Four	200 00	20 00		do
Rybert Kent	do	do	Two hundred	10,000 00	1,000 00		do
John Quealy	do	Eganville	Twenty	1,000 00	100 00		do
John Cunningham	do	Pembroke	Two	100 00	10 00		do
Wm. Morphey	do	do	do	100 00	10 00		do
Hector Fraser	do	do	do	100 00	10 00		do
S. E. Mitchell	do	do	do	100 00	10 00		do

W. H. Supple	do	do	Twenty	1,000 00	100 00		do	
Ascher Foster	do	do	Six	300 00	30 00		do	
Peter White, Junr	do	do	Twenty	1,000 00	100 00		do	
Ira A. Breck	do	Garden Island	Seventy-five	3,750 00	375 00		do	
C. V. Price	23rd August, 1871,	Kingston	Twenty	1,000 00	100 00		do	
W. R. McRae	do	do	Ten	500 00	50 00		do	
John Graham Cormach	do	Pembroke	Three	150 00	15 00		do	
John Doran	do	do	Twenty	1,000 00	100 00		do	
C. F. Gildersleeve	do	Kingston	One Hundred	5,000 00	500 00		do	
K. M. Ford	do	do	Five	250 00	25 00		do	
D. Macarow	do	do	Ten	500 00	50 00		do	
John Halligan	do	do	do	500 00	50 00		do	
Willis Phillips	do	do	One Hundred	5,000 00	500 00		do	
George B. Phelps	do	do	do	5,000 00	500 00		do	
Isaac Munson	do	Watertown	do	5,000 00	500 00		do	
Joseph Upperby	do	Utica, N. Y.	do	5,000 00	500 00		do	
Samuel W. Delamo	do	Rome, N. Y.	do	5,000 00	500 00		do	
Calvin Screptune	do	Watertown, N. Y.	do	5,000 00	500 00		do	
Daniel W. Warren	do	Oswego, N. Y.	do	5,000 00	500 00		do	
S. B. Upham	do	Watertown, N. Y.	do	5,000 00	500 00		do	
Frank H. Munson	do	do	do	5,000 00	500 00		do	
W. H. Sullivan	do	Kingston	Ten	500 00	50 00		do	
P. Clint	do	do	do	500 00	50 00		do	
Michael Sullivan	do	do	Six	300 00	30 00		do	
P. Quin	do	do	Five	250 00	25 00		do	
Isaac H. Price	do	do	Sixty	3,000 00	300 00		do	
J. G. Macdonald	do	do	do	3,000 00	300 00		do	
J. P. Gildersleeve	do	do	Twenty	1,000 00	100 00		do	
R. T. Walkem	do	do	do	1,000 00	100 00		do	
Alexander Gunn	do	do	Two Hundred	10,000 00	1,000 00		do	
John Carruthers	do	do	One Hundred	5,000 00	500 00		do	
Samuel Harper	do	do	Four	200 00	20 00		do	
William W. Matthews	do	do	do	200 00	20 00		do	
James Craig	do	do	Two	100 00	10 00		do	
Wm. G. Craig	do	do	do	100 00	10 00		do	
Henry Cunningham	do	do	Twenty	1,000 00	100 00		do	
Edwin Chown	do	do	do	1,000 00	100 00		do	
Arthur Chown	do	do	Ten	500 00	50 00		do	
F. C. Cline	do	do	One Hundred	5,000 00	500 00		do	
James Macnee	do	do	do	5,000 00	500 00		do	
W. Robinson	do	do	Four	200 00	20 00		do	
George Davison and M. Doran	do	do	Sixty	3,000 00	300 00		do	
Bowen Van Strawbenzie	24th August, 1871,	do	Ten	500 00	50 00		J. E. Clark.	
John H. Busch	25th August, 1871,	Wolfe Island	do	500 00	50 00		J. Bawden.	
James Eccles	do	do	Forty	2,000 00	200 00		do	
Thomas Hogan	do	do	Five	250 00	25 00		do	
R. Beaupre	do	do	Ten	500 00	50 00		do	
H. C. Hitchcock	do	do	do	500 00	50 00		do	
John McCaul	do	do	do	500 00	50 00		do	
W. B. & S. Anglin	do	Kingston	do	500 00	50 00		do	
W. J. Muckleston	do	do	Four	200 00	20 00		do	

KINGSTON AND PEMBROKE RAILWAY COMPANY.—*Continued.*

NAME OF SUBSCRIBER	Date of Subscription.	Post Office Address.	Number of Shares.	Amount.	Ten per centum to be paid in 15 days from date.	Seal.	Witness.
				$ cts.	$ cts.		
Wm. Anglin	25th August, 1871	Kingston	Ten	500 00	50 00		J. Bawden.
R. J. Cartwright	28th do	do	One hundred	5,000 00	500 00		do
A. Campbell	30th do	do	do	5,000 00	500 00		do
C. H. Hatch	1st September, 1871	do	Five	250 00	25 00		do
McKilvey & Birch	4th do	do	Four	200 00	20 00		do
Jno. Watkins	5th do	do	Forty	2,000 00	200 00		do
R. M. Graham	6th do	do	One	50 00	5 00		do
W. Harty, Junr	do	do	Two	100 00	10 00		do
Jas. Browne & Co	do	do	do	100 00	10 00		do
B. M. Britton	do	do	Twenty	1,000 00	100 00		do
John Creighton	do	do	Five	250 00	25 00		do
Herchmer Hamilton	do	do	Twenty	1,000 00	100 00		do
Joseph Bawden	do	do	Ten	500 00	50 00		do
Ed. John Barker	do	do	Four	200 00	20 00		do

I certify that the above is a true copy of the Stock List of the Kingston and Pembroke Railway Company.

(Signed,) F. C. CLINE,
Sec. & Treas.

KINGSTON, November 7, 1871

(Copy.)

By-Law No. 136.

A By-Law to aid and assist the Kingston and Pembroke Railway Company by granting a bonus thereto of one hundred thousand dollars.

Whereas by "The Kingston and Pembroke Railway Act," passed in the Session of the Parliament of the Dominion of Canada, held in the thirty-fourth year of Her Majesty's reign, the Kingston and Pembroke Railway Company has been incorporated; and whereas by an Act of the Legislature of the Province of Ontario, passed in the thirty-fourth year of Her Majesty's reign, intituled "An Act to amend an Act respecting the Municipal Institutions of Upper Canada," municipalities are authorized to grant bonuses to railways.

And whereas it is expedient to grant a bonus of one hundred thousand dollars to the said Railway Company.

And whereas for such purpose it is necessary for the Council of the Municipality of the County of Renfrew to raise the sum of one hundred thousand dollars in the manner hereinafter mentioned.

And whereas it will require the sum of eleven thousand dollars, to be raised annually by special rate, for the payment of the said sum and interest as also hereinafter mentioned.

And whereas the amount of the whole rateable property of the said municipality, irrespective of any future increase of the same, and irrespective of any income from any stock shares or interest in the said work, and also irrespective of any income to be derived from the temporary investment of the sinking fund hereinafter mentioned, or any part thereof, according to the last revised Assessment Roll of the said municipality, being for the year one-thousand eight hundred and seventy, was one million seven hundred and sixty-seven thousand six hundred and fourteen dollars ($1,767,614 00).

And whereas the amount of the existing debt of the said municipality is as follows:—

For principal the sum of twenty-nine thousand seven hundred and fifty dollars.

No interest overdue.

The indebtedness of the Counties of Lanark and Renfrew to the Municipal Loan Fund, according to a return made by the Provincial Secretary, bearing date the 13th day of February, 1871, was for principal and interest up to the 30th of June, 1870, the sum of five hundred and ninety-seven thousand eight hundred and thirty-nine dollars and one cent.

And whereas for paying the interest and creating a yearly sinking fund for payment of the said one hundred thousand dollars it will require an equal yearly rate of $6\frac{23}{100}$ mills in the dollar in addition to all other rates to be levied in each year.

Be it therefore enacted by the Council of the municipality of the County of Renfrew.

1. That it shall be lawful for the said Municipality to aid and assist the Kingston and Pembroke Railway Company by giving thereto the sum of one hundred thousand dollars in debentures by way of bonus.

2. That it shall be lawful for the Warden of the said municipality to cause any number of debentures to be made for such sums of money as may be required, not less than one hundred dollars each, and that the said debentures shall be sealed with the seal of the Corporation of the County of Renfrew, and be signed by the Warden and countersigned by the Clerk, and together shall not exceed the sum of one hundred thousand dollars.

3. That the said debentures shall be made payable within twenty years from the day hereinafter mentioned for this by-law to take effect at the office of the Treasurer of the said municipality, and shall have attached to them coupons for the payment of interest.

4. That the said debentures shall bear interest at and after the rate of six per centum per annum from the date thereof, which interest shall be payable on the thirtieth day of June and thirty-first day of December in each year at the office of the Treasurer aforesaid.

5. That for the purpose of forming a sinking fund for the payment of the said debentures and the interest to become due thereon, an equal yearly special rate of $6\frac{23}{100}$ mills in the dollar in addition to all other rates to be raised, levied and collected in each year upon all the rateable property in the said municipality during the continuance of the said debentures or any of them.

6. That this by-law shall take effect and come into operation upon the thirty-first day of December in the year of our Lord one thousand eight hundred and seventy-one.

7. Provided, nevertheless, that the Council of the said municipality shall within one month after this by-law shall take effect, by resolution appoint two trustees, and the said company shall appoint one trustee, to whom the said debentures and interest coupons shall be delivered, to hold upon the trusts and subject to the conditions following, and upon fulfilment of such conditions to the satisfaction of such trustees to deliver the said debentures and interest coupons to the company, and before the delivery of the said debentures and interest coupons to the trustees, they shall execute a declaration of trust, reciting this by-law and the trusts and conditions following, that is to say:—

1. That except as hereinbefore provided, the said debentures and the interest accruing thereon shall be retained by the said trustees until the organization of the said Company in the manner provided by the 13th section of the Act of Incorporation thereof.

2. That until the company shall from all sources, exclusive of borrowing, have obtained means or *bona fide* undertakings, to contribute or provide means for the construction of the railway, amounting to nine hundred thousand dollars inclusive of this bonus and of Government aid, provided either under the Act of the Province of Ontario, 34 Vic., cap. 2, or otherwise, which Act shall for the purposes of this section be taken to be a pledge for three hundred thousand dollars, or any larger amount indicated by the Government, and that unless the company shall have *bona fide* commenced and continued the work of building and constructing that portion of the said road which lies within the County of Renfrew, within two years from the time this by-law takes effect, and shall within four years from such time, have expended on such portion of said road, and equally over the whole length of said portion, at least six thousand dollars per mile, exclusive of costs of survey, purchase of right of way and station grounds, the said debentures shall not be available to the Company, nor shall the same be delivered over to the said company or otherwise disposed of by the said trustees, but the same with the coupons thereto attached shall be re-delivered by the said trustees to the Treasurer of the said municipality to be cancelled and this by-law and the said debentures and coupons shall thereupon become null and void and be no longer of any force or effect, or be binding on the said municipality.

3. And whereas it is desirable that there should be more than one line of railway through the said County of Renfrew, therefore to prevent the said Kingston and Pembroke Railway Company from amalgamating with any other Railway Company in the County of Renfrew, or from entering into any agreement or arrangement with any such company to run their engines and cars with freight or passengers over and along the railway of any such company in the County of Renfrew, or to permit such other company to run their engines and cars with freight or passengers over and along their said railway within the County of Renfrew, it is hereby declared that before the said trustees shall deliver over to the said Kingston and Pembroke Railway Company the said debentures or any of them, the said Kingston and Pembroke Railway Company shall sign and execute under their corporate seal a covenant to said corporation that they will, in case they amalgamate or enter into any such agreement with any railway company as above mentioned, refund and repay, to said corporation all monies or proceeds of debentures received as a bonus under this by-law, with interest thereon from the time of such amalgamation or agreement, and forever forfeit and abandon all claim or right or title thereto.

4. That when the said company shall have fulfilled all the conditions hereinbefore specified to the satisfaction of the trustees, the said trustees may deliver to the company debentures to the amount of twenty thousand dollars, and may from time to time thereafter, upon the certificate of a competent civil engineer, deliver to said company debentures to an amount equal to ten per cent. of the value of the work so certified to have been performed on the said road within the County of Renfrew, over and above the said six thousand dollars per mile above mentioned, until the whole of the said debentures shall have been delivered to the said company, but if any of said debentures should remain in the hands of the said trustees upon the final completion of the road they shall then be delivered to the said company.

5. That the said debentures shall be accepted by the said company at par and a deduction (by endorsing or writing on the face of the interest coupons annexed thereto a part payment) shall be made by said trustees on all interest coupons thereto attached which

shall mature in less than six months from the delivery of such debentures to the company equal to the interest on the debenture for the difference between the time the said coupons have to run before maturity and six months, and that any interest coupons overdue at the time or times of the delivery of said debentures to said company shall by the said trustees be detached from the said debeutures, and shall by said trustees be delivered over to the treasurer of the said municipality to be cancelled; provided always that the said municipality may, in lieu of said debentures, pay over from time to time in manner aforesaid to the said company such sums of money as would represent the face value of said debentures.

6. Provided that the fulfilment of any conditions other than those hereby imposed which may be annexed to any undertaking to contribute or gift in aid of said road shall not be deemed necessary to entitle the company to said debentures.

7. The votes of the electors of the Municipality of the County of Renfrew entitled to vote on this by-law shall be taken on the twenty-fifth day of July, A.D. 1871, from nine o'clock in the forenoon until five o'clock in the afternoon of the same day at the following places, namely:—

Alice—In the School House, School Section No. 2, James Leitch, returning officer

Arnprior—At the Town Hall on High Street, James Bell, returning officer.

Algona—In the School House, School Section No. 1. Edmund Bennett, returning officer.

Admaston—First ward, at William Gibbon's house, William Gibbon, returning officer. Second ward, at Richard Cardiff's house, Richard Cardiff, returning officer. Third ward, at the Town Hall, Alexander Brown, returning officer. Fourth ward, at Thomas Whalen's house, Thomas Whalen, returuing officer. Fifth ward, at School House, Shamrock, Patrick Gormon, returning officer.

Bagot and Blythfield—At the School House, School Section No. 4, Springtown, Andrew Ryan, returning officer.

Browley—At the Town Hall, Osceola, Simou McEachen, returning officer.

Brougham—At School House, School Section No. 1, James O'Gorman, returning officer.

Brudenell, Raglan, Radcliffe and Lynedoch—At School House, School Section No. 1, West Brudenell, Michael Dooner, returning officer.

Grattan—At the Town Hall, Eaganville, Michael J. Kerney, returning officer.

Griffith and Matawachan—At Edward McCabe's house, Matawachan, Angus McPherson, returning officer.

Horton—At the Town Hall, George Eady, junior, returning officer.

Head—At Bronson and Weston's offices, William H. McIntyre, returning officer.

McNab—At the Town Hall, Balmer's Island, Andrew Hamilton, returning officer.

Pembroke Township—At the School House, School Section No. 1, George W. Hurst, returning officer.

Petewawa—At the School House, School Section No. 1, Samuel Brennan, returning officer.

Rolph, Buchanan, Wylie and McKay—At the School House, School Section No. 3, Charles Young, returning officer.

Ross—At the Town Hall, Cobden, Thomas Elliott, returning officer.

Sebastopol—At the Town Hall, opposite Plant's Hotel, Patrick McCawley, returning officer.

Renfrew Village—At the Town Hall, Henry Bellerby, returning officer.

Pembroke Village—At the Town Hall, Albert Street, James P. Moffat, returning officer.

STAFFORD—At the School House, School Section No. 1, Thomas Childerhose, returning officer.

WESTMEATH—At the Town Hall, Beachburgh, William Cannon, returning officer.

WILBERFORCE—At the School House, School Section No. 1, Thomas Lett, returning officer.

Passed the twenty-ninth day of August, in the year of our Lord one thousand eight hundred and seventy-one.

(Signed) ERIC HARRINGTON,
Warden.

(Signed) S. E. MITCHELL,
County Clerk.

[L.S.]

We hereby certify that the foregoing is a true and correct copy of by-law number one hundred and thirty-six of the Municipal Corporation of the County of Renfrew.

Given at Pembroke, in the said County of Renfrew, this twentieth day of October, in the year of our Lord one thousand eight hundred and seventy-one, under our hands and the seal of the said Municipal Corporation.

(Signed) S. E. MITCHELL,
County Clerk.

(Signed) WILLIAM MOFFAT,
Reeve of the Township of Pembroke.

[L.S.]

No. 86.

A BY-LAW *to aid and assist the Kingston and Pembroke Railway Company, by granting a bonus thereto of Fifty Thousand Dollars, passed the 1st and 2nd reading, 5th June,* 1871; *passed the 3rd reading 12th August,* 1871.

Whereas by the Kingston and Pembroke Railway Act, passed in the session of the Parliament of the Dominion of Canada held in the thirty-fourth year of Her Majesty's reign, the Kingston and Pembroke Railway Company has been incorporated, and whereas, by an Act of the Legislature of the Province of Ontario passed in the thirty-third year of Her Majesty's reign, intituled "An Act to amend an Act respecting the Municipal Institutions of Upper Canada," municipalities are authorized to grant bonuses to railways.

And whereas it is expedient to grant a bonus of fifty thousand dollars to the said railway company, to aid and assist the construction of the said railway.

And whereas, for such purpose, it is necessary for the council of the municipality of the incorporated Village of Pembroke (otherwise called the Town of Pembroke) to raise the sum of fifty thousand dollars in the manner hereinafter mentioned.

And whereas it will require the sum of five thousand five hundred dollars, to be raised annually by special rate, for the payment of the said sum and interest, as also hereinafter mentioned.

And whereas the amount of the whole rateable property of the said municipality irrespective of any future increase of the same, and irrespective of any income from any stock, shares, or interest in the said work, and also irrespective of any income to be derived from the temporary investment of the sinking fund hereinafter mentioned, or any part thereof, according to the last revised assessment roll of the said municipality, being for the year one thousand eight hundred and seventy-one, was two hundred and six thousand six hundred and ten dollars.

And whereas the amount of the existing debt of the said municipality is as follows:—For principal, six hundred and twenty-four dollars, and for interest the sum of eleven dollars and eighty-nine cents.

And whereas for paying the interest and creating a yearly sinking fund for payment of the said sum of fifty thousand dollars, it will require an equal annual special rate of twenty seven mills in the dollar in addition to all other rates to be levied in each year.

Be it therefore enacted by the council of the municipality of the incorporated Village of Pembroke, otherwise called the Town of Pembroke:—

1. That it shall be lawful for the said municipality to aid and assist the Kingston and Pembroke Railway Company by giving thereto the sum of fifty thousand dollars in debentures, at par, or in money, by way of bonus.

2. That it shall be lawful for the reeve of the said municipality to cause any number of debentures to be made for such sums of money as may be required, not less than one hundred dollars each, and that the said debentures shall be sealed with the seal of the said corporation, and be signed by the reeve, and countersigned by the clerk, and together shall not exceed the sum of fifty thousand dollars.

3. That the said debentures shall be made payable within twenty years from the day hereinafter mentioned for this By-law, to take effect at the office of the Treasurer of the said municipality, and shall have attached to them coupons for the payment of interest.

4. That the said debentures shall bear interest at and after the rate of six per centum per annum from the date thereof, which interest shall be payable on the thirtieth day of June and thirty-first day of December in each year, at the office of the Treasurer aforesaid.

5. That for the purpose of forming a sinking fund for the payment of the said debentures and the interest to become due thereon, an equal yearly special rate of twenty-seven mills in the dollar shall, in addition to all other rates, be raised, levied and collected in each year, upon all the rateable property in the said municipality during the continuance of the said debentures, or any of them.

6. That this By-law shall take effect and come into operation upon the thirty-first day of the month of December, in the year of our Lord one thousand eight hundred and seventy-one.

7. Provided, nevertheless, that the Council of the said Municipality shall, within three months after the final passage of this By-law, by resolution, appoint two trustees, and the said Company shall appoint one trustee, to whom the said debentures and interest coupons shall be delivered, to hold upon the trusts, and subject to the conditions following, and upon the fulfilment of such conditions, to the satisfaction of such trustees, to deliver the said debentures and interest coupons to the Company at such times and to such amounts as are hereinafter mentioned, and before the delivery of the said debentures and interest coupons to the trustees they shall execute a declaration of trust reciting this By-law, and the trusts and conditions following, that is to say:—

1. That except as hereinbefore provided, the said debentures and the interest accruing thereon, shall be retained by the said trustees until the organization of the said Company, in the manner provided by the 13th section of the Act of incorporation thereof.

2. That before the said debentures or any of them shall be delivered by the trustees, the Company shall, either by purchase in fee, or lease for not less than twenty-one years, provide for the use of the Railway, the site for a passenger and freight station, to be located within the said municipality.

3. That until the Company shall, from all sources exclusive of borrowing, have obtained means or *bona fide* undertakings to contribute or provide means for the construction of the Railway, amounting to nine hundred thousand dollars, inclusive of this bonus and of government aid provided, either under the Act of the Province of Ontario, 34 Vic. cap. 2, or otherwise, which Act shall, for the purposes of this section, be taken to be a pledge for three hundred thousand dollars, or any larger amount indicated by the Government; and, that unless the said Company shall have *bona fide* commenced and continued the work of building and constructing the said road within two years from the time this By-law takes effect, and, shall within five years from such time, have expended in the construction of that portion of the said road lying within the County of Renfrew, and equally over the whole length of such portion, the sum of at least two thousand dollars ($2,000) per mile, exclusive of the cost of survey and purchase of right of way, the said debentures shall not be available to the Company, nor shall the same be delivered over to the said Company, or otherwise disposed of by the said trustees; but the same, with the coupons thereto attached, shall be re-delivered by the said trustees to the treasurer of the said municipality, to be cancelled, and this by-law and the said debenture and coupons

shall thereupon become effete, and be no longer of any force or effect or be binding on the said municipality.

That when the said Company shall have fulfilled all the conditions hereinbefore specified to the satisfaction of the trustees, the said trustees may deliver to the Company, debentures to the amount of ten thousand dollars; and may, from to time thereafter, upon the certificate of a competent civil engineer, deliver to the said Company, debentures to an amount equal to ten per centum of the value of the work so certified, to have been performed on the said road within the County of Renfrew, over and above the said two thousand dollars per mile above mentioned, until the whole of the said debentures shall have been so delivered to the said Company, but if any of said debentures should remain in the hands of the said trustees upon the final completion of the road, they shall then be delivered to the said Company.

That the said debentures shall be accepted by the said Company at par, and a deduction (by endorsing or writing on the face of the interest coupons annexed thereto a part payment) shall be made by the said trustees on all interest coupons thereto attached, which shall mature in less than six months from the delivery of such debentures to the Company, equal to the interest on the debenture for the difference, between the time the said coupons have to run before maturing, and six months, and that any interest coupons over due at the time or times of the delivery of said debentures to said company, shall by the said trustees be detached from the said debentures, and shall by said trustees be delivered over to the treasurer of the said municipality to be cancelled; provided always that the said municipality may, in lieu of said debentures, pay over from time to time in manner aforesaid to the said Company, such sums of money as would represent the face value of said debentures.

Provided that the fulfilment of any conditions other than those hereby imposed which may be annexed to any undertaking to contribute or give in aid of said road shall not be deemed necessary to entitle the Company to the said debentures.

The votes of the electors of the Municipality of the Incorporated Village of Pembroke, otherwise called the Town of Pembroke, entitled to vote on this By-law, shall be taken on the fourth day of July, A.D. 1871, from nine o'clock in the forenoon until five o'clock in the afternoon of the same day at the following place, viz.: at the Town Hall, on Albert Street, in the said Village of Pembroke (otherwise called the Town of Pembroke) by James P. Moffatt, Esq., Clerk of the said Municipality, who is hereby declared to be the Returning Officer named for that purpose.

(Signed) Wm. H. Supple,
Presiding as Chairman.

[L.S.]

(Signed)
William Murphy,
Clerk.

I hereby certify that the within is a true copy of By-law No. 86 of the Corporation of the Village of Pembroke, passed the 12th day of August, 1871.

Given under my hand and the seal of the said Corporation, this 13th day of October, 1871.

William Murphy,
Clerk.

Thomas Deacon,
One of the Councillors.

[L.S.]

Copy.)

A By-Law *to aid and assist the Kingston and Pembroke Railway Company, by granting a bonus thereto of three hundred thousand dollars.*

Passed Monday, June 12th, 1871.

Whereas, by "the Kingston and Pembroke Railway Act," passed in the session of the Parliament of the Dominion of Canada, held in the thirty-third year of Her Majesty's

reign, the Kingston and Pembroke Railway Company has been incorporated, and whereas, by an Act of the Legislature of the Province of Ontario, passed in the thirty-third year of Her Majesty's reign, entitled, "An Act to amend an Act respecting the municipal institutions of Upper Canada," municipalities are authorized to grant bonuses to railways:

And whereas it is expedient to grant a bonus of three hundred thousand dollars to the said railway company to aid and assist the construction of said railway:

And whereas for such purpose it is necessary for the council of the municipality of the City of Kingston to raise the sum of three hundred thousand dollars in the manner hereinafter mentioned:

And whereas it will require the sum of twenty-six thousand one hundred and ninety-five dollars to be raised annually by special rate for the payment of the said sum and interest, as also hereinafter mentioned:

And whereas the amount of the whole rateable property of the said municipality irrespective of any future increase of the same and irrespective of any income from any stock, shares or interest in the said work; and also irrespective of any income to be derived from the temporary investment of the sinking fund hereinafter mentioned, or any part thereof according to the last revised assessment roll of the said municipality, being for the year one thousand eight hundred and seventy, was four millions two hundred and seventy-six thousand eight hundred and four dollars:

And whereas the amount of the existing debt of the said municipality is as follows: For principal the sum of three hundred and forty-eight thousand seven hundred and seventy-nine dollars ninety one cents; and for interest, one hundred and ninety-two dollars; the said sum for interest being in arrear, (the net debt being for principal,) the sum of one hundred and sixty-two thousand dollars ten cents, after deducting the sum of one hundred and eighty-six thousand nine hundred and sixty-one dollars sixty-one cents, provided by the sinking fund of the said municipality:

And whereas for paying the interest and creating a yearly sinking fund, for payment of the said sum of three hundred thousand dollars, it will require an equal yearly rate of ix and one-eighth mills in the dollar, in addition to all other rates to be levied in each year:

Be it therefore enacted by the council of the municipality of the City of Kingston;—

1. That it shall be lawful for the said municipality to aid and assist the Kingston and Pembroke Railway Company by giving thereto the sum of three hundred thousand dollars, in debentures by way of bonus.

2. That it shall be lawful for the mayor of the said municipality to cause any number of debentures to be made, for such sums of money as may be required, not less than one hundred dollars each; and that the said debentures shall be sealed with the seal of the corporation of the City of Kingston, and be signed by the mayor, and together shall not exceed the sum of three hundred thousand dollars.

3. That the said debentures shall be made payable from time to time within twenty years from the passing of this by-law, at the office of the chamberlain of the said municipality, and that the amount falling due in each year shall not, together with the interest payable in each year, exceed the sum of twenty-six thousand one hundred and ninety-five dollars, and the said debentures shall have attached to them coupons for the payment of interest.

4. That the said debentures shall bear interest at and after the rate of six per centum yearly, from the date thereof, which interest shall be payable on the thirtieth day of June, and the thirty-first day of December in each year, at the office of the chamberlain aforesaid.

5. That for the purpose of forming a sinking fund for the payment of the said debentures and the interest to become due thereon, an equal yearly special rate of six and one-eighth mills in the dollar, in addition to all other rates, be raised, levied, and collected in each year upon all the rateable property in the said municipality, during the continuance of the said debentures, or any of them.

6. That this by-law shall take effect and come into operation upon the thirty-first day day of the month of December, in the year of our Lord one thousand eight hundred and seventy-one.

7. Provided, nevertheless, that the council of the said municipality shall, within one month after this by-law shall take effect, by resolution appoint two trustees, and the said

company shall apoint one trustee, to whom the said debentures and interest coupons shall be delivered, to hold upon the trusts and subject to the conditions following; and upon the fulfilment of such conditions to the satisfaction of such trustees, to deliver the said debentures and interest coupons to the company, and before the delivery of the said debentures and interest coupons to the trustees, they shall execute a declaration of trust reciting this by-law and the trusts and conditions following, that is to say:—

1. That the said trustees shall pay to the Company from time to time, towards the preliminary expenses, including survey of the Railway as the work proceeds, a sum not exceeding five thousand dollars in interest coupons, accruing on the said debentures for the year 1872.

2. That except as hereinbefore provided, the said debentures and the interest accruing thereon shall be retained by the said trustees until the organization of the said Company in the manner provided by the 13th section of the Act of incorporation thereof.

3. That before the said debentures or any of them shall be delivered by the trustees, the Company shall, either by purchase in fee or lease for not less than twenty-one years, provide for the use of the Railway the site for a passenger and freight station, to be located within the area bounded by North Street, Division Street, Barrie Street, and the harbour, in said municipality.

4. That until the Company shall from all sources, exclusive of borrowing, have obtained means, or *bona fide* undertakings to contribute or provide means for the construction of the Railway, amounting to nine thousand dollars, inclusive of this bonus and of Government aid, provided either under the Act of the Province of Ontario, 34 Vic. Cap. 2, or otherwise, which Act shall for the purposes of this section, be taken to be a pledge for three hundred thousand dollars, or any larger amount indicated by the Government, the said debentures shall not be available to the Company, nor shall the same be converted by the trustees. Provided that the fulfilment of any conditions other than those hereby imposed, which may be annexed to any undertaking to contribute or gift in aid shall not be deemed necessary to entitle the Company to the said debentures.

5. That the said debentures shall be accepted by the Company at par and that, in lieu thereof, the said Municipality may, before the delivery to the Company of the debentures hereby authorized, substitute such other debentures, for the amount of said bonus, as the Municipality may be authorized to issue under any Act of the Legislature of the Province of Ontario, which may be passed for the purpose of consolidating the debt of said Municipality.

We do hereby certify that the foregoing "By-Law" to aid and assist the Kingston and Pembroke Railway Company, by granting a bonus thereto of three hundred thousand dollars, is a true copy of the By-Law of which it purports to be a copy.

(Signed.) W. FLANAGAN,
City Clerk.

(Seal.)
C. V. Price,
Alderman.

BY-LAW No. 64 — To aid and assist the Kingston and Pembroke Railway Company, by granting a bonus of one hundred and fifty thousand dollars to said Company.

Passed 2nd Reading 16th June, 1871. Read the 3rd time and passed 22nd August 1871.

Whereas an Act was passed in the late Session of the Parliament of the Dominion of Canada, held in the thirty-fourth year of Her Majesty's reign intituled, "An Act to incorporate the Kingston and Pembroke Railway Company." And whereas an Act was passed by the Legislative Assembly of the Province of Ontario, held in the thirty-fourth year of Her Majesty's reign, intituled, "An Act to amend the Act respecting the Municipal Institutions of Upper Canada, authorizing Municipalities to grant aid by way of [illegible] to Railway Companies."

And whereas the Municipality of the County of Frontenac have deemed it expedient to grant a bonus of one hundred and fifty thousand dollars to the Kingston and

Pembroke Railway Company to aid and assist in the construction of the said railway, and to carry into effect the said recited object, it will be necessary for the said Municipal Council to raise the said sum of one hundred and fifty thousand dollars as hereinafter mentioned.

And whereas it will require the sum of thirteen thousand and ninety dollars to be raised annually by special rate for the payment of the said sum and interest as also hereinafter mentioned.

And whereas the amount of the whole rateable property of the said Municipality irrespective of any future increas e of the same, and irrespective of any income from any Stock, shares or interest in the said work, and also irrespective of any income to be derived from the temporary investment of the Sinking Fund hereinafter mentioned or any part thereof according to the last revised and equalized Assessment Rolls of said Municipality, being for the year one thousand eight hundred and seventy, was two millions nine hundred and fifty-six thousand dollars.

And whereas the amount of the existing debt of the said Municipality of principal and interest amounts to the sum of one hundred and twenty-six thousand nine hundred and ninety-two dollars, the said sum being for principal, no interest being overdue.

And whereas for paying the interest and creating an equal yearly sinking fund for paying the said sum of one hundred and fifty thousand dollars, as hereinafter mentioned, it will require an equal annual special rate of four mills and six.fourteenths of a mill on the dollar in addition to all other rates to be levied in each year.

Be it therefore enacted by the Municipal Corporation of the County of Frontenac:—

1. That it shall and may be lawful for the said Municipality to aid and assist the Kingston and Pembroke Railway Company by giving thereto the sum of one hundred and fifty thousand dollars in debentures by way of bonus.

2. That it shall be lawful for the Warden of said Municipality to cause any number of debentures to be made for such sums of money as may be required, not less than one hundred dollars each, and not exceeding in the whole the sum of one hundred and fifty thousand dollars, and that the said debentures shall be sealed with the seal of the Corporation of the County of Frontenac, and be signed by the Warden, and countersigned by the Treasurer of said Municipality.

3. That the said debentures shall be made payable within twenty years from the day hereinafter mentioned for this By-law to take effect, at the office of the Treasurer of said Municipality, and shall have attached to them coupons for the payment of interest.

4. That the said debentures shall bear interest at and after the rate of six per cent. per annum from the date thereof, which interest shall be payable half-yearly on the 31st day of December and the 30th day of June in each year.

5. That for the purpose of forming a sinking fund for the payment of the said debentures and interest at the rate aforesaid, to become due thereon, an equal special rate of four mills and six-fourtecnths of a mill on the dollar in addition to all other rates, be raised, levied and collected in each year upon all the rateable property of the municipality during the continuance of the said debentures or any of them.

6. That this by-law shall take effect and go into operation upon the 31st day of December, A. D. 1871.

7. That the said debentures to be signed and issued as aforesaid, shall be delivered by the treasurer to said municipality to Delino D. Calvin, Esq., and Lieut-Col. Herchmer Hamilton, as trustees for said municipality and the said trustees so appointed shall be authorized to hand the said debentures over to the said company in proportion to the amount of work done at the rate of one thousand dollars for every eight thousand dollars expended by the said company.

8. That the said trustees shall only be authorized to hand the said debentures over to the said railway company on condition that the said railway is to be built through the said county to the rear, so far as the same is practicable and the topographical nature of the country will admit of.

9. And be it further enacted that the votes of the electors of the Municipality of the County of Frontenac entitled to vote on this by-law shall be taken on the 13th day of July, A D. 1871, from nine o'clock in the forenoon until five o'clock in the afternoon of the same day, at the following places in the said county by the following returning officers:

Barrie.—At the Village of Cloyne, Wm. Deighton, Returning Officer.

Bedford.—At the Town Hall, Fermoy, Joseph M. Taggart, Returning Officer.

Clarendon and Miller.—At Buck-shot school-house, Clarendon; Francis Elkington, Returning Officer.

Hinchinbrooke, No. 1.—At the school-house, Deniston; John Hamilton, Returning Officer.

No. 2.—At the school-house, Parham; John Griffith, Returning Officer.

Garden Island.—At the school-house, Garden Island; Robert Naucollis. Returning Officer.

Kennebec,—At the Town Hall, Arken; David Osborne, Returning Officer.

Kingston, No. 1.—At the Town Hall, Cataraqui; Joseph B. Forsyth, Returning Officer.

No. 2.—At N. Leonard's shop, Westbrooke; Nathaniel Leonard, Returning Officer.

No. 3.—At Eli Meachem's house, Elginburgh, Robert Shannon, Returning Officer.

No. 4.—At Collin's school-house, Montreal Road; John Doyle, Returning Officer.

Loughboro'.—At Switzer's Hotel, Sydenham; William Walsh, Returning Officer.

Olden.—At Mountaingrove school-house; John Canning, Returning Officer.

Oso.—At Davis' school-house, 6th concession; Joseph Davis, Returning Officer.

Palmerston and Canonto.—At Wm. Evan's house, 8th concession, Palmerston; Alexander Parker, Returning Officer.

Pittsburgh and Howe Island, No. 1.—At the Township Office, Barriefield; Robert Dunlop, Returning Officer.

No. 2.—At No. 9 school-house, Phillipsville Road; Robert Trotter, Returning Officer.

No. 3.—At No. 12 school-house, Brewer's Mills; John Bower, Returning Officer.

No. 4.—At No. 6 school-house, Kingsley's; William Smith, Returning Officer.

No. 5.—At the school-house, North Range, Howe Island; William Allen, Returning Officer.

Portland, No. 1.—At the Town Hall. Harrowsmith; Aaron Spike, Returning Officer.

No. 2.—At Abram's Hall, Verona; Joseph Abram, Returning Officer.

Portsmouth.—At the Town Hall, Portsmouth; Thomas Kelly, Returning Officer.

Storrington, No. 1.—At Anglin's store, Battersea; William Hewton, Returning Officer.

No. 2.—At Daye's Hall, Inverary; David J. Walker, Returning Officer.

No. 3,—At Gay's work-shop, Sunbury, John Langwith, Returning Officer.

Wolfe Island.—At the Town Hall, Marysville; George Malone, Returning Officer.

[Signed] C. H. Godfrey. [L. S.]
Warden.

[Signed] John Craig,
County Clerk.

I hereby certify that the above is a correct copy of a by-law passed by the Municipal Council of the County of Frontenac, on the 22nd day of August, A. D. 1871.

[Signed] John Craig,
County Clerk.

County Clerk's Office,
Kingston, Nov. 4th, 1871.

"E."

Copy.

Provincial Secretary's Office,
Toronto, December 29th, 1871.

Sir,—Upon examination of the papers connected with the several applications of railway companies for aid out of the railway fund, no formal petition from the Kingston

and Pembroke Railway Company can be found. It is believed, however, that such a document was sent to the Government, or intended to be sent, as may be inferred from other papers relative to the company now in the Government offices.

I have to request that you will have the goodness at once to send to me, for presentation to His Excellency, a petition duly signed, or a copy of that already forwarded, if such were the case.

I have the honour to be,
Sir,
Your obedient servant,
(Signed), PETER GOW.

The Secretary of the
Kingston and Pembroke Railway Company,
Kingston.

"F."

Copy.

DOMINION TELEGRAPH COMPANY.

TORONTO, 5th January, 1872.

By Telegraph from Cornwall,
To Attorney-General Crooks.

Made search for report in vain; am positive that it was sent to Carling's office. Maybee surely can make out another from his minutes; try Secretary's office.

J. S. MACDONALD.

Copy.

MONTREAL TELEGRAPH COMPANY,

January 2nd, 1872.

By Telegraph from London,
To Honourable Adam Crooks,
Attorney-General.

Do not remember receiving a report from Mr. Mabee.

JOHN CARLING.

Copy.

MONTREAL TELEGRAPH COMPANY,

TORONTO, January 2nd, 1872.

By Telegraph from Kingston,
To Honourable Adam Crooks.

Posted papers to-day to Provincial Secretary, in reply to his letter of twenty-ninth ult.; examine them and telegraph me to-morrow if anything more immediately necessary. We have never seen Maybee's report. The Attorney-General had what we supposed was it on his desk, when we presented petition at our interview with him on November eighth in his office. Mr. O'Reilly then asked to see report, but was not allowed. Robinson has sent Mr. Mackenzie our board minutes of that interview. Profile of road with estimates will be ready in two or three weeks. Will go up to Toronto immediately upon this business with Robinson or any of the board if you consider it advisable.

C. F. GILDERSLEEVE.

Copy.

"G."

KINGSTON AND PEMBROKE RAILWAY COMPANY,
Secretary and Treasurer's Office,
KINGSTON, January 2nd, 1872.

DEAR SIR,—I have the honour to acknowledge the receipt of your letter of 29th ult., addressed to the Secretary of this company for which I have to thank you, and enclose the papers referred to therein.

In connection with the petition, I would beg to refer you to the report of Mr. Maybee, appointed by Government in October last, to make an inspection of the country between Kingston and Pembroke, for the purpose of ascertaining the amount of aid to which the company would be entitled,—which report is in the hands of the Government.

I will have the honour, at an early day, of again addressing you in relation to the position of this company.

I have the honour to be,
Sir,
Your obedient servant,

(Signed,) C. F. GILDERSLEEVE,
President K. and P. R. R.

The HON. Peter Gow,
Provincial Secretary.

"H."

(Copy.)

To the Honourable Archibald McKellar,
Commissioner of Public Works for the Province of Ontario:

SIR,—As my report on the projected line of railroad known as the Kingston and Pembroke Road has been mislaid and cannot be found in the Public Works Department, I beg to supply you with the following duplicate report as well as I can from my notes:

I left the City of Kingston accompanied by Mr. Nash, the chief engineer of said road, who pointed out to me the proposed line of road, which is to run north to the Ottawa River at the Town of Pembroke about one hundred and forty miles from Kingston.

From the City of Kingston to Verrona P. O., a small village, is twenty-two miles; the country is well settled although the land is very stony; not much timber left. Between these two points the road will cross four small streams all emptying into the Bay of Quinte. From Verrona north the aspect of the country is somewhat changed, as the granite stone prevails instead of limestone, the high lands being mostly covered with rock although the valleys are very large and soil very good. Timber is very good. I found large belts of hard wood untouched, but the good pine considerably culled and country very sparsely settled. Timber limits exist over the most of this section. The Township of Portland which borders on the Township of Kingston, although rather thinly settled, has quite a large population for a new country, very rough and stony and considerable very good hard wood and cedar. The next township, Hinchinbrooke, is very thinly settled. The general aspect of this township is similar to the Township of Portland. This proposed road will pass within about two miles of the Howe Iron Mine, which is being worked to good advantage. The Townships of Oso and Olden come next and are very thinly settled. Saw some lumbering establishments at and near Sharbot Lake. These townships are also principally covered with timber limits. There are very large belts of hardwood, pine and cedar, a great portion of which is comparatively valueless for the want of shipping facilities. There are about fifty deeded lots in Oso. Soil covered with granite, and, except the valleys, very difficult to cultivate, although I saw some few settlers in quite good circumstances and seemed to be able to make a good living although settled on the poorest lands.

The next township, the proposed road is to pass through, is the Township of Palmerston, which is a free grant township and is very thinly settled, and I believe there is scarcely any settlement for forty or fifty miles to the west and for fifteen to twenty miles to the east. There is more limestone in Palmerston, and I think the land when properly tilled will afford and sustain a large population. Although too stony to be called a good farming country, there is a great deal of very good pine in Palmerston, and an immense quantity of excellent hardwood, and a large quantity of basswood and cedar. The latter is found very abundant in all the valleys, and it is of very large size and valuable for shingles. I also saw a portion of South and North Canonto which are very similar to Palmerston and contain free grants. The proposed road next passes through the Townships of Blithfield and Bagot, which are also very stony and well timbered. The road is intended to pass on the east side of Calaboga Lake on the Madawaska River, where there are extensive Government works in the

shape of booms and slides, at what is called High Falls, where there is very fine water power. There is quite an old settlement at the foot of this lake principally engaged in lumbering, although some good crops are raised. Saw some quite thrifty orchards here, and I found that many kinds of apples can be raised to advantage. From Calaboga Lake to Mount Saint Patrick the country is very thinly settled, and is also very rough and stony and well timbered. The Townships of Admaston and Brougham are also very sparsely settled. Brougham is a pretty good township. The settlers appear to be in better circumstances. This is also a free grant township, and settlers appear to be taking up the land. The road is to pass near the Village of Daker on the Opeongo Road which is in the Township of Brougham. From Daker to Douglas Village, about fifteen miles, I found some considerable settlement and settlers in quite good circumstances. It is called the Scotch Settlement. The land is quite free from granite stone, although there is considerable limestone. Passed a grist and saw mill which seemed to be doing quite a large local business. There is but very little timber standing except dead pine trees; the timber seems to have been destroyed by fires that have at different times swept over that section, and such is the appearance of the country from Douglas Village to Pembroke. At Douglas Village, about twenty-five miles from Pembroke, the survey of the Canada Central Railroad joins that of the Kingston and Pembroke survey, and the two lines run nearly parallel, and, in fact, cross each other several times during that distance. It would only be a waste of money to build both lines from Douglas Village to Pembroke, as one track would answer every purpose and serve the country just as well as if each road had a separate track. From Douglas Village to Pembroke the timber, as I said before, is not of much account, but the land I consider to be very good, being a rich clay loam, and where well cultivated produces an immense yield. I saw some farmers who had grown this last year over one hundred bushels of oats to the acre. The country is very level, and when settled up and opened up by a railroad will be found to be one of the finest sections of Ontario

The Kingston and Pembroke Railroad will open up a very large section of our outlying territory, and materially assist in settling up a large portion of our free grant lands. This road will also cross, at nearly right angles with the three great rivers that drain that country, namely, —the Mississippi, Madawaska and Bonnechere, all extensive lumbering streams. It will also cross the extensive system of Government roads, namely,—the Frontenac, Levant, Opeongo, and Mississippi, many of these roads having cost the Government about five thousand dollars per mile.

The building of the Kingston and Pembroke Railroad will open up a very extensive country as yet comparatively undeveloped, as there is no railway or public thoroughfare to the west for over one hundred miles to Georgian Bay and to the east it is a long distance to the country served by the Brockville and Ottawa road. In fact, the extent of country that will be more or less affected by the building of this road is about four hundred thousand square miles of valuable timber and mineral lands. As the road will pass through the Laurentian mineral belt in which mines of iron, lead, plumbago, mica and phosphate of lime have been opened and tested, and have been found to be of great richness, and, with the exception of the copper mines of Lake Huron, I think this mineral belt will surpass any other region in our Province.

The distance between Kingston and Pembroke, the way the road will run, is about one hundred and forty miles, and as to settlement may be divided as follows:

22 miles well settled.
30 miles sparsely settled.
88 miles unsettled.

This distance by the best maps, on a straight line between Kingston and Pembroke, is about one hundred and fifteen miles, thus allowing twenty-five miles for sinuosities.

I also made some enquiries respecting the cause and the best means of stopping the ravages of periodical fires that sweep over that section, destroying immense quantities of valuable timber, but as that subject goes beyond my instructions it would be out of place in this report.

On the whole, I consider the country to be a very difficult one to build over, although for the first thirty miles, from Kingston, north, the country is not very hilly and a very good track can be got without any very serious grades, but from that on to Douglas Village, about

eighty-five miles, the country is extremely rough and hilly, and presents considerable engineering difficulties, the high land being generally covered with granite rock. But from Douglas Village into Pembroke, some twenty-five miles, the country being very level, and not much heavy timber, and only one small stream to cross, affords easy facilities for the building of a railroad.

All of which is respectfully submitted.

I have the honour to be,
Your obedient servant,
(Signed,) S. P. MABEE,
Inspector of projected railroads.

Dated, January 6th, 1872.

(Copy) "I."

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 30th January, 1872.

SIR,—I write to remind you of the intention which you expressed, when recently in Toronto, to urge the claims of the Kingston and Pembroke Railway Company upon the Railway Fund of this Province, of submitting some additional information with respect to certain documents which you had prepared, but retained.

I have the honour to request that no time be lost in procuring and forwarding the further information required.

I have the honour to be,
Sir,
Your obedient servant,
(Signed,) PETER GOW,
Secretray.

C. F. Gildersleeve, Esq.,
President,
Kingston and Pembroke Railway Company.

(Copy.) "J."

OFFICE OF THE KINGSTON AND PEMBROKE RAILWAY COMPANY,
KINGSTON, 31st January, 1872.

DEAR SIR,—I have the honour to enclose the papers referred to in your letter of yesterday's date,

I remain,
Dear Sir,
Your obedient servant,
C. F. GILDERSLEEVE,
President, Kingston and Pembroke Railway Company.

The Honourable Peter Gow,
Provincial Secretary, Toronto.

P. S.—The profile, estimate and map, were left by me with Mr. Patteson, in your office, and not taken away with the papers now returned.

C. F. G.

(Copy.) OFFICE OF THE KINGSTON AND PEMBROKE RAILWAY COMPANY,
KINGSTON, 17th January, 1872.

Honourable Peter Gow,
Provincial Secretary of Ontario,
Toronto.

DEAR SIR,—In connection with the papers already in your hands, relative to petition of this company for aid, I have the honour to enclose the profile, estimate and map of the survey, recently completed, of the company's line of railway from Kingston to Pembroke, by T. W. Nash, Esq., C.E., the chief engineer of the company.

I have also the honour to enclose certificates of the minutes from the minute book of the company, of the interviews of the directors of the company with the Attorney-General on 29th September and 8th November last; also a certificate signed by myself of the *bona fides* of the company's stock list.

Relative to the settlement of the country through which the line passes, the chief engineer, Mr. Nash, reports, the first 20 miles as settled country; the next 20 and 25 at the Pembroke end, making together 45 miles, as thinly settled country; and the remaining 85 miles as unsettled country.

At the same time it may be remarked that the first 20 miles is not as thickly settled as more western portions of the Province.

The chief engineer also reports that the line, from Pembroke to a point near Snake River, 22½ miles from Pembroke, runs near to a survey for an extension of the Canada Central Railway.

At a point 26 miles from Pembroke traces of this survey are also to be found. Should each line follow the country best suited to it, the chief engineer thinks they would come together at 17½ miles from Pembroke—that is supposing the Canada Central adopts this survey instead of a former one, which was some miles to the east.

Relative to the conditions attached to payments, as mentioned by the Attorney-General on the 8th November last, I would desire to press for an amelioration in one or two respects:

1st. In making the length of sections to be completed 20 instead of 25 miles; and

2nd. In allowing payments when a material portion of the road is under contract—say 60 miles.

The line reaches the free grant Township of Palmerston, at 60 miles from Kingston, and I submit for this reason it is a complete line, within the meaning of the Act in aid of Railways, when it reaches that point, and would be entitled to aid supposing it stopped there.

It is a matter of great importance to the company not to be compelled to place its whole line under contract at a time when perhaps labour and iron might be exceptionally high.

Trusting that the company's petition may receive a favourable consideration,

I have the honour to be,
Your very obedient servant,

(Signed), C. F. GILDERSLEEVE.
President, Kingston and Pembroke Railway Company.

On Friday, September 29th, 1871, at 11 o'clock, A. M., the committee appointed to confer with the Government by appointment, met with the Honourable J. Sandfield Macdonald, Attorney-General of Ontario. Present—The President, C. F. Gildersleeve, Esq., D. D. Calvin, M. P. P., Wm. Moffatt, Esq., Thos. Deacon, Esq., A. Livingston, Esq., Chester Godfrey, Esq., John Carruthers, Esq., John Burden, Esq., James O'Reilly, Esq. Isaac Munson, Esq., Wm. Robinson, M.P.P., Hon. Alexander Campbell and John Fraser, Esq.

The President addressed the Attorney-General, stating the present financial position of the company, the extent to which the line had been surveyed, and the advantages the road would be in the settlement and improvement of Central Canada, and the increase in value it would give to the Crown timber—that the company had been organized specially under the

inducemehts held out by the Act in aid of railways passed last year—and claimed on these grounds the full extent of aid (viz: $4,000 per mile) allowed by the Act.

The Honourable J. Sandfield Macdonald, Attorney-General, stated in reply: That since the project of a railway from Kingston to Pembroke had been first broached, he had looked upon it with great favour and had given it all the help in his power, that certain roads were pressing their claims and there might not be sufficient money to allow the Government to appropriate the full amount of $4,000 per mile, but that he believed the Government were prepared to appropriate to the fullest extent which would be given to any road, namely to the extent of $2,000 per mile for settled country, $3,000 per mile for thinly settled country and $4,000 per mile where the country was free grant, or where it was unsettled, whether the unsettled portions were free grant townships or not, that the Government would probably desire to have the line inspected by some person on their behalf, to judge for themselves as to the nature of the country and the aid they considered it entitled to before passing the Order in Council appropriating the amount.

The President thanked the Attorney-General for his favouroble reply, &c. The meeting then adjourned.

I hereby certify that the above minutes are a true copy on record in the company's office from the Company's books.

[Signed] F. C. Cline,
Secretary and Treasurer of Kingston and Pembroke Railway.

We subscribe to the correctness of the statement in above minutes.

[Signed] C. F. Gildersleeve,
President.

Thomas Deacon,
John Fraser,
J. Carruthers,
J. O'Reilly.

On Wednesday the 8th day of November, 1871, a deputation on behalf of the Kingston and Pembroke Railway Company, composed of the President, C. F. Gildersleeve, Esq., Honourhble Alexander Campbell, Postmaster General, D. D. Calvin, M. P. P., Thomas Deacon, M.P.P., William Robinson, M.P.P., John Carruthers, Esq. James O'Reilly, Esq., John Burden, Esq., Christie Godfrey, Esq., John Fraser, Esq., A. Livingston, Esq., Thos. Murray, Esq., C. V. Price, Esq., and T. W. Nash, chief engineer of the company waited upon the Attorney-General of Ontario at his office in the City of Toronto, and presented a memorial requesting that the Lieutenant-Governor in Council should authorize aid to be given to this company under the Act in aid of railways.

The Attorney-General stated that having required other railway companies, applying for aid, to furnish the Government with a profile of their road, with estimate of costs based thereon, the Order in Council could not be passed unt this company complied with the same requirements: that he would now, however, as head of the Government, receiving this deputation, with the authority of his colleagues, state, as soon as this company furnished such profile and estimates to the Government, the Order in Council would be passed appropriating two thousand dollars per mile for forty miles, and three thousand dollars per mile for the balance of the length of the road.

That payments would be made out of the appropriation when the whole road was under contract, and as sections of twenty-five miles in length from Kingston were completed.

That the Government would grant a free right of way to the company through the Crown Lands by an Order in Council.

After the above interview, the deputation adjourned to the Queen's Hotel and made the above minutes.

I hereby certify that the above is a true copy of the minutes on record in the company's office of the meeting of the Deputation in Toronto.

F. C. CLINE,
Secretary & Treasurer.

Kingston, January 15th, 1872.

We subscribe to the correctness of the statement in above minutes.

C. F. GILDERSLEEVE, *President.*
A. LIVINGSTON.
J. CARRUTHERS.
WM. ROBINSON.
JOHN FRAZER.
THOMAS DEACON.
D. D. CALVIN.
J. O'REILLY.

OFFICE OF THE KINGSTON AND PEMBROKE RAILWAY COMPANY,
Kingston, 17th January, 1872.

I certify that I know all the subscribers of stock in the Kingston and Pembroke Railway Company (excepting nine persons resident in the United States), and believe them good for and able to pay the amounts for which they have subscribed.

I know the nine persons excepted above by repute, as able to pay the amounts for which they have subscribed, and some of them men of large means and railway experience.

I believe all of said subscriptions to be real and *bona fide*.

C. F. GILDERSLEEVE,
President, Kingston and Pembroke Railway Company.

(4.)

(Copy).

Kingston, 31st January, 1872.

DEAR SIR,—I have returned Kingston and Pembroke Railroad papers to the Provincial Secretary. I now enclose you, to make any use of you may think proper, a memorandum of the qualifications of the Engineers engaged in the survey. The Directors consider them a most efficient staff.

Relative to obtaining opinions as to the means of the Company being sufficient for the construction of the road, I would urge the sufficiency of the Company's position as it appears from the papers in the hands of the Government.

You will notice from minutes that the late Attorney-General threw no doubt upon that position.

Very sincerely yours,
C. F. GILDERSLEEVE.

To the Honourable E. Blake,
&c., &c.

Please let me know if anything further is required.

C. F. G.

(5.)

(Copy.)

PROFESSIONAL QUALIFICATIONS *of the Engineers employed to make the survey of the Kingston and Pembroke Railway—Survey of* 1871–2.

1. T. W. Nash, Chief Engineer, conducting the survey, served his time regularly, three years for surveying and four years for engineering. Has passed all the examinations prescribed for these two professions, that is, the two Government examinations for surveying, and holds the Government diplomas. At the time he served his time, no degrees in engineering were granted by the colleges or otherwise in this Dominion. Since then McGill College of Montreal, and one or two others, have been empowered to grant degrees in Civil Engineering. He has had articled students serving their time under him for surveying and engineering, who held, during their service, diplomas in Civil Engineering, from McGill College. He has studied engineering for thirty years, or, since he was 14 years old. He has been employed in the following railway surveys:—Boston and Lake Huron, under Danna, one year; Grand Junction, under Tate, six months; Grand Trunk, under the late Robert Stephenson, C. E., and A. M. Ross, C. E., H. Brassy, C. E., E. L. Betts, C. E., J. Robinson, C. E., and D. Hutton, C. E., during the construction of the whole of the works, four years. Has made exploratory surveys for railways in neighbourhood of Kingston. On several occasions has visited the railways in the United States.

The survey was made under Mr. Nash's direction, by three parties organized by him.

In order to combine the practice of this country with the skill and science of the old country, each party was composed of one or two experienced Canadians in charge of the partie assisted by two Civil Engineers, of experience and practice in Railway Engineering, from the old country.

2. Mr. A. B. Perry, a P. L. Surveyor of large experience in laying out Government roads, was placed in charge of the Kingston Division, assisted by

3. Thomas Grills, C. E. Mr. Grills produced satisfactory testimonials of having regularly studied the profession at King's College, London; that he had served also for practice under J. G. McKenzie, C. E., London; has had railway experience in Wales and Denmark; was resident engineer under Peto, Brassey and Betts; also,

4. A. Black, London, England, who holds certificates of qualification as a Civil Engineer.

5. S. O. McGuin, a Canadian Engineer, of some experience on Government roads, in charge of the Madawaska Division, assisted by

6. John Clarke, C. E. Mr. Clarke produced his certificates of a regular pupilage for 5 years under Sir Charles Lanyon, C. E., Belfast, B. B. Stoney, C. E., Dublin, both members of the Institute of Civil Engineers, London, England; that he has been Resident Engineer for the construction of the Belfast and Bangor Railway; Resident Engineer of the Belfast Water Works for three years, and two years Contractors' Engineer on the Dublin Port and Dock Works.

7. David Williams, a Canadian Engineer, of some experience in Government roads.

8. W. P. Scott, C. E., had charge of the Pembroke Division. Mr. Scott served his apprenticeship regularly as a pupil of Mr. Murdoch Patterson, C. E., Chief Engineer of the Dingwall and Skye Railway, Inverness, Scotland, also under William Patterson, C. E., of the same place, also under Joseph Mitchell, Fellow of the Royal Society of Engineers, London, member of the Institute of Civil Engineers, London; (these three were members of one firm); was employed by them on the Highland Railway. Mr. Scott was assisted by Mr. G. H. Massie, B. E.

9. Mr. Massie produced a diploma of Bachelor of Engineering from the Queen's University, Ireland, and testimonials for proficiency of engineering from James Thompson, L. L. D. and J. D. Everett, M. A., D. C. L., Professors of Civil Engineering in the Queen's University, Ireland, under whom he studied, also from A. McDonell, Locomotive Engineering Works, Dublin. Also by

10. George Sinclair, who served his apprenticeship with the late Alexander Gibb, C. E., Aberdeen; M. Inst, Civil Engineer, Chief Engineer of the Great North of Scotland R. R., had practice on Strathspey R. R., Keith and Dufftown R. R., Formartine and Buchan R. R., three different railways, and in Locomotive Works of Neilson's and the Rhymney R.

R., in South Wales, on which he was Resident Engineer for nearly four years, altogether some ten to twelve years on railway works.

It will thus be seen that owing to the wise policy of the directors in allowing me to choose my own assistants, and also owing to my own knowledge of the members of the engineering profession, I have been able to place nine professional men in the field, all of whom have had some railway practice or practice of a similar kind, notwithstanding the very great dearth of railway men in this Province, owing to the Canada Pacific R. R., having absorbed nearly all of them.

The names and titles of the men are as follows:—

1. T. W. Nash, P. L. S., C. E., four years Grand Trunk.
2. A. B. Perry, P. L. S. and Engineer of Government roads.
3. T. Grylls, C. E., King's College, and A. L. McKenzie, London.
4. A. Black, C. E,, London, England.
5. S. O. McGuin, P. L. S. and Government Engineer of roads in Canada.
6. John Clarke, C. E., Sir C. Lanyon, B. Stoney, and W. J. Doherty, Civil Engineers and M. I. C. E., London.
7. D. Williams, P. L. S., Canada.
8. P. P. Scott, C. E , Mitchell, Paterson & Co., C. E., Inverness, Scotland.
9. G. H. Massie, B. E., Queen's College, Ireland.
10. George Sinclair C. E., A. Gibb, M. T. C. E., Chief Engineer, G. M. S. R. R., Aberdeen, Scotland, Cor. Lundie, Chief Engineer, Rhymney Railway, South Wales.

This list shows four men who hold Government Diplomas as Provincial Engineers and Surveyors: Nash, Perry, McGuin, Williams.

Two who hold diplomas for Civil Engineering from British Colleges: Grylls and Massie.

Six who hold certificates of Civil Engineering from serving under working engineers: Nash, Grylls, Clarke, Scott, Massy and Sinclair.

Five who have had practice in Canada in Railway works, or laying out Government works; Nash, Perry Grylls, McGuin. Williams.

Two who have had practice on railway works in Canada; Nash, Grylls.

Four who had practice in Europe on railways: Grylls, Clarke, Scott, Sinclair.

PAPERS

In connection with the Canada Central Railway Company's application for aid, presented to the Legislative Assembly by command of His Excellency the Lieutenant-Governor.

Toronto, 5th February, 1872.

THE CANADA CENTRAL RAILWAY COMPANY.—SCHEDULE OF CORRESPONDENCE AND PAPERS.

Letter from J. L. McDougall to Provincial Secretary, enclosin gpetition of inhabitants of Municipality of Renfrew for aid.....Feb. 13th, 1871.
Letter of R. W. Scott, with:—
1. Memorial of Company.
2. Declaration of the Secretary of amount paid on stock subscribed.
3. List of shareholders.
4. Letter of Mr. Redhead, as to standing of "Bolckow and Vaughan."
5. Copy of contract with A. B. Foster.
6. Plan of the route.

Letter of Hon. J. Carling to S. P. Mabee.....Nov. 27th, 1871.
Mr. Mabee's report .....Dec. "
Letter from President of Company to Provincial Secretary .....Jan. 19th, 1872.
Letter from Assistant Provincial Secretary to President of the Company... " 29th, "
Letter from President of the Company to Provincial Secretary..... ..... " " "
Letter from Eric Harrington to President of Council..... " " "
Letter from Wm. Fitzsimmons to President of Council..... " " "

House of Assembly,
13th February, 1871.

Hon. M. C. Cameron,

Dear Sir,—I enclose herewith a petition from the inhabitants of Renfrew (County) praying for aid to the Canada Central Railway. You will be good enough to acknowledge the receipt of the petition in course.

Yours, &c.,
[Signed,] J. L. McDougall.

To His Excellency the Honourable William Pierce Howland, C. B., Lieutenant Governor of the Province of Ontario, in Council assembled.

The petition of the undersigned inhabitants of the County of Renfrew, at a County meeting at Renfrew assembled,

Respectfully represents.

That your petitioners have long regarded as essential to their highest prosperity that

they should have railway communication with the main arteries of commerce throughout the Dominion, and they have always been ready and willing to contribute to the extent of their means in aid of such construction.

That the construction of the Brockville and Ottawa railway to Sand Point, and the connection of that place with Ottawa City, by means of the Carlton Place and Ottawa section of the Canada Central Railway, have been in the highest degree beneficial to the portion of country traversed by these railways, and have placed your petitioners almost within reach of direct railways leading towards the great lakes and the seaboard; but that it is essential to the due increase of the business and prosperity of the County of Renfrew, that these railways should be extended from Sand Point to Pembroke, but that in a new and partially settled section of the country, such as your petitioners inhabit, it is impossible for them by their unaided efforts to obtain those aids to progress which have been afforded to more favoured portions of the Dominion through heavy Government subsidies.

That the recent vote of the finance committee of the city of Montreal, recommending a subscription of one million of dollars in aid of the construction of a railway from Montreal to Ottawa, and the liberal grant by the Government of Quebec, of ten thousand acres of land per mile has rendered the construction of that road a certainty, and that your petitioners are thus induced to make further efforts to obtain communication with Ottawa city.

That the grant to the Canada Central Railway Company, of the lands to which they became entitled by the construction of the Ottawa and Carlton Place section of their railway, would not only aid that company in pressing forward the continuation of that railway beyond Sand Point, but would give increased confidence to British capitalists willing to make advances for that purpose and that the prosperous condition to which the finances of the Province of Ontario have attained under your Excellency's Government, leads your petitioners to hope for further assistance to an undertaking which would not only greatly benefit the County of Renfrew, but would tend to open out access to the lands of the crown lying adjacent thereto, and would form a further step in the direction of railway communication with the great west.

Wherefore your petitioners humbly pray that your Excellency in Council, will be pleased to order the grant of lands to the Canada Central Railway Company, as already earned by them and also to take such steps as may be necessary to cause some substantial measure of aid to be granted to your petitioners in furtherance of the construction of a railway from Sand Point to Pembroke.

And your petitioners as in duty bound will ever pray.

Signed on behalf of the said inhabitants as per resolution of the said meeting.

[Signed] Eric Harrington.
[Signed] Wm. Halpenny.

Certified,

(Signed) M. Halpenny,
Secretary,
County Meeting, County Renfrew.

Toronto, 22nd Nov. 1871.

The Honourable The Provincial Secretary,
Toronto:

Sir,—I have the honour herewith to enclose the memorial of the Canada Central Railway Company, praying for an appropriation of four thousand dollars per mile under the Subsidy Act of last Session for that portion of its line now under construction between Sand Point and the Town of Pembroke—a distance of forty-five miles. Attached to the memorial are the following documents:

1. A declaration by the Secretary of the amount of Stock subscribed.
2. List of the Stockholders.

3. A letter from Mr. Redhead in reference to the standing and capacity of Messrs. Bolckow & Vaughan for the amount of their calls.

4. A copy of the contract with the Hon. A. B. Foster.

5. Plan of the route in detail.

In support of the claims of this Company to rank in the highest class, I may be permitted to observe, that the late Province of Canada thought the project worthy of such support, that it donated 13,000 acres per mile for its construction.

The Company was unfortunately unable to avail itself of that subsidy before the expiration of the charter under which it was conferred.

The line is more interior and farther removed from the main railway arteries than any other in the Province, the distance from the Grand Trunk Railway being one hundred miles.

The intention of its promoters is to continue the line westward through the interior of Ontario and form a union with The Canada Pacific.

The Revenue of the Province will be materially increased by the construction of the line, as a vast number of logs would then be utilized and pay duty that are now allowed to be destroyed or wasted.

The amount of Revenue now annually contributed by The Ottawa Valley is more than equivalent to the subsidy applied for.

As an evidence of the vigour with which the road is being built, I may remark, that though the work was only commenced in August last, thirteen miles will be open for traffic in a few weeks—no work of equal magnitude having ever been pushed with more speed in this Province—thirteen miles of Railway being built within a period of four months.

I have the honour to remain,
Your obedient servant,
(Signed), R. W. Scott.

To the Honourable the Lieutenant-Governor of the Province of Ontario in Council assembled:

The memorial of the Canada Central Railway Company
RESPECTFULLY REPRESENTS:

That your memorialists are proceeding with the construction of the Canada Central Railway from Sand Point to a point at or near Pembroke, and that the works upon the section thereof between Sand Point and the Town of Renfrew are in a forward state and will be completed on or before the thirty-first day of December next.

That the whole of the said Railway to Pembroke aforesaid, is under contract with the Honourable Asa B. Foster, of Waterloo, Senator, who is competent and may be relied on to fulfil all the conditions of the said contract, a copy of which your memorialists have the honour to transmit to your Excellency with this their memorial.

That the said Company is possessed of funds and means sufficient to warrant the execution of the said contract, and to pay the whole of the price thereof should it be necessary for them so to do, but that your memorialists believe that the said Railway falls directly within the construction of the Act passed by the Parliament of Ontario at its last session providing for aid to Railways, and they therefore hope that your Excellency in Council will be pleased to grant them such aid, and thereby to enable them to use a portion of their means in still further extending and improving the internal communications of the country in so far as the powers granted them by their charter will enable them to do.

That your memorialists have now upon the books of the said Company unpaid stock amounting to seven hundred and sixty thousand dollars currency, *bona fide* subscribed for by persons of large means, who are solvent and competent to pay the amount and are liable therefor, and which stock can be called in when required, to meet the exigencies of the said contract.

That your memorialists have received subscriptions from the Town of Renfrew and from the Townships of Admaston, and Horton, to the amount of thirty two thousand five hundred dollars, and are promised informally other municipal subscriptions to a very much larger amount from other localities along the route.

That your memorialists have the power of issuing mortgage bonds to the full extent of their capital stock which power they have not yet used to any extent whatever, but that your memorialists propose to restrict the issue of mortgage bonds in respect of the said portion of their Railway from Sand Point to Pembroke to the extent of five hundred thousand dollars currency.

That the funds and means which they are thus possessed of, and can use, without infringing further upon their power to issue mortgage bonds (which power, however, remains available to them in case of need), amount to the sum of seven hundred and eighty-two thousand five hundred dollars, available as cash, and five hundred thousand dollars in mortgage bonds, amounting in all to the sum of one million two hundred and eighty-two thousand five hundred dollars, while the contract price of the said railway amounts only to one million and eighty thousand dollars currency, if all paid in cash, and one million one hundred and eighty thousand dollars, if paid partly in cash and the remainder in bonds, as the Company has the option to pay the same by the said contract.

That the said railway, as now surveyed and laid out along the valley of the Bonnechere River, runs for twenty miles alongside two free grant townships, namely, the Townships of Grattan and Wilberforce, and leads directly into free grant territory, thus answering in every respect the description of railway for which the aid set apart by the Parliament of Ontario at its last session was intended to be granted. And that as an additional reason for exercising the discretion of your Excellency in Council in favour of a liberal appropriation to this railway, your memorialists would remark that it joins the Townships of Bromley and Stafford, which are recently settled and sparsely populated, and which are unable to contribute through their municipality to any extent to the construction of the said railway.

Your memorialists therefore humbly pray that your Excellency in Council will be pleased to make an Order in Council granting and securing to them an appropriation of four thousand dollars per mile for their railway from Sand Point aforesaid to the Pembroke terminus aforesaid, payable to them in such manner, and at such time, and on such conditions as your Excellency in Council may see fit to order.

And your memorialists, as in duty bound, will ever pray.

[L.S.] (Signed) J. J. C. Abbott,
President, Canada Central Railway Company.

(Signed) G. Lowe, Jr.,
Secretary and Treasurer,
Canada Central Railway Co.

Canada,
Province of Ontario,
County of Leeds.
To Wit:

I, the undersigned, George Lowe, Junior, of the Town of Brockville, Secretary-Treasurer of the Canada Central Railway Company, having the custody of the Stock Subscription Book, Stock Book and Minute Book of the said company, being duly sworn, do hereby declare and depose

That I am the legal custodian of the Stock Subscription Book, Stock Book and Minute Book of the Canada Central Railway Company; that the list hereto annexed of persons holding unpaid stock in the said company, with the amount of such stock so held by them, is correct; that one call of five per cent. has been made upon the said stock and paid, and that the

remainder thereof being ninety-five per cent. upon the amount thereof still remains due and unpaid.

Sworn before me, at Brockville, this thirtieth day of October, in the year of our Lord eighteen hundred and seventy-one.

(Signed) JOHN MULLEN,
J. P.

G. LOWE, JR.,
Secretary and Treasurer, C. C. Ry. Co.

CANADA CENTRAL RAILWAY.

List of Stockholders.

Messrs. Bolckow & Vaughan	$789,000 00
Hon. J. J. C. Abbott	1,000 00
" A. B. Foster	1,000 00
" J. Skead	1,000 00
Mr. R. W. Scott	1,000 00
" L. Beaubien	1,000 00
" J. G. Richardson	1,000 00
" H. L. Redhead	1,000 00
" J. Ashworth	1,000 00
" J. W. B. Rivers	1,000 00
" E. B. Eddy	1,000 00
" E McGillivery	1,000 00
	$800 000 00

(Signed) G. LOWE, JR., [L.S.]
Secretary and Treasurer, Canada Central Railway.

Brockville, 30th October, 1871.

BROCKVILLE, Nov. 14th, 1871.

Honourable J. J. C. ABBOTT,
President of the Canada Central Railway Company:

DEAR SIR,—With reference to the capacity of the late firm of Bolckow & Vaughan to pay up their subscribed stock in the Canada Central Railway, I, being their representative in America, am prepared to make the following statement in such form as may be needful ... Without taking upon myself to state the amount of the assets of Mr. Bolckow or of Mr. Vaughan's estate, I can say they amount to large sums; that Mr. Bolckow is also a large landed proprietor and a member of the Imperial House of Commons, and that the late firm and Mr. Bolckow have assets in the United States and Canada alone yielding revenue, which considerably exceed the amount of their subscription to the Canada Central Railway Company.

I remain,
Dear Sir,
Your obedient servant,
(Signed) H. L. REDHEAD.

This Indenture made at Ottawa, in the Dominion of Canada, this sixteenth day of November, eighteen hundred and seventy one;

Between the Honorable Asa B. Foster, of Waterloo, in Canada, Esquire, Senator, Railway Contractor, hereinafter called the Contractor, party hereto of the first part, and the Cana-

da Central Railway Company, a body politic and corporate, incorporated under and by virtue of an Act of the Parliament of the Province of Canada, hereinafter called and designated the Company, acting by the Honourable John J. C. Abbott, the President thereof, and George Lowe, the younger, the Secretary thereof, duly and specially authorized for all, and every, the intents and purposes hereof, by a resolution passed at a meeting of the Directors of the said Company, held on the fifteenth day of November instant, of the second part, which said parties declared to have stipulated, covennated, contracted, promised and agreed, and by these presents do stipulate, covenant, contract, promise and agree to, and with each other, in manner and form following, that is to say, the Contractor for himself, his heirs, executors and administrators for the consideration hereinafter mentioned, covenants and agrees with the Company, in manner following, that is to say:—

That he will at his own expense, in all things, forthwith, begin and well and effectually, and according to the directions, from time to time received from, and in all particulars to the satisfaction of, the principal Engineer, for the time being charged with the oversight of the works hereinafter described, to be appointed by the Company, construct and complete all the grading, drainage, foundations, masonry, stations, station houses, track laying, sidings, switches, turnouts, turntable and ballasting, necessary in the construction of a railway for the transit of locomotives, steam engines and any other description of motive power usually used and applied on lines of like nature, and of all carriages and waggons drawn or propelled thereby and in complete readiness for such transit in a substantial and workman-like manner as a single line from the presently existing track of the Brockville and Ottawa Railway, at a point at or near Sand Point, in the County of Renfrew, in the Province of Ontario, to such point in the Village of Renfrew, in the Province of Ontario, as shall be fixed by the supervising Engineer of the Company, and therefrom to the point nearest to the Town of Pembroke on the route which the said Company shall finally adopt as its route to French River, such point however not to be less than thirty-two miles from the said Village of Renfrew, which point to be so selected, is hereafter called the Pembroke Terminus, such Railway works to be done and performed as well, and of as good quality, and in all respects in a similar manner to the portion of the said Canada Central Railway already constructed and according to the plans, sections and drawings to be hereafter made, drawn and prepared by the said supervising Engineer, and also, that on and about the works, matters and things hereby contracted for, or agreed, or required to be done as hereinbefore mentioned, and for the complete execution of the same, the Contractor shall and will, at his own expense find, provide and pay for all necessary iron, rails, materials, utensils and implements, labour and workmanship, and all materials for the same, whether they be correctly or sufficiently described or mentioned herein or no: And also, that on and about such works, matters and things, the Contractor will use and employ the best material of every kind, and such, as the Engineer for the time being, having the supervision of the said works on behalf of the Company, shall approve of, and shall also furnish and place upon the said railway suitable rolling stock to the satisfaction of the Board of Directors of the value of, at least, one hundred thousand dollars currency:

And whereas for the purpose of saving time and of enabling the portion of the said Railway lying between Sand Point and Renfrew to be completed during the current year the said Company have already proceeded with the work of construction thereof and have made certain contracts for ties with divers persons and for grading and other works:

Now this agreement further witnesses, that said Contractor hereby declares that he has taken communication of said contracts and each and every of them and is familiar with the contents thereof and provisions thereof, and hereby accepts and assumes the same and undertakes to carry out and perform all the conditions incumbent upon the said Company under said contracts and to pay all sums of money which have or shall become due upon the said contracts and for all work done and materials furnished upon the said portion of the said line of railway up to the present time to the complete exoneration and discharge of the said Company, and he hereby further binds and obliges himself to complete the said first mentioned portion of the said railway between Sand Point and Renfrew, according to the provisions hereof, in perfect running order on or before the thirty first day of December now next: And the remainder thereof between Renfrew and Pembroke within two years from that date:

And in the event of any delay occurring in the completion of the said several sec

tions of the said railway, beyond the times hereby fixed for the completion of each of the said sections respectively, the Contractor shall be subject to a penalty to be regarded as liquidated damages, and as the estimate agreed upon as conclusive between the parties, as representing the net proceeds of the running of the said railway while the Contractor shall be in default to deliver the sum of Five Hundred Dollars, for each and every week beyond the said term of delay, during which he shall be in default to deliver over to the Company either of the said sections of the said railway and works completed according to the terms hereof:

If, at any time during the progress of the said works, or within one month after the completion of either of the said sections of the said railway and its delivery over as aforesaid, it shall appear to the Chief Engineer of the Company, for the time being, that any part of the said works has been executed in an unworkmanlike manner, unsafely or not with the best materials or in any respect not according to the provisions hereof, then, on notice thereof being given by the said Chief Engineer to him in writing, the contractor shall cause the said works to be properly executed with the best materials and to the entire satisfation of such Engineer without extra charge, and if the Contractor shall not comply with the said notice and perform the work, improvement or replacement required thereby, within fourteen days after the same shall have been given him in writing or mailed to him, addressed to his residence, in Canada, it shall be lawful for the Company to take down and remove such works, to re-execute them, and to pay all expenses attending the same, and the amount so paid may be deducted by the Company out of any money then due or thereafter to become due from them to the Contractor, or may be recovered from the Contractor as the case may be :

And in consideration of the premises and of the observance and performance by the Contractor of the several covenants and conditions, provisions and stipulations on his part herein contained, the Company do hereby for themselves and their successors covenant with the Contractors his Executors and Administrators as follows :

That he, the Contractor, duly performing all things on his part and behalf to be performed and done, the Company, their successors and assigns shall and will pay to the Contractor, his heirs, executors, or administrators, at his office in Ottawa City, the sum of twenty-four thousand dollars currency for each and every mile of said Railway to be constructed and completed as aforesaid.

And it is hereby agreed between the said parties that the said contract price shall be payable as follows :—

Assuming the entire length of the line hereby contracted for at forty-five miles, it is agreed that the sum of four hundred thousand dollars, part thereof, shall be payable in first mortgage bonds of the company, known as the Sand Point Series, ranking concurrently upon the railway rolling stock and revenue thereof with the first mortgage bonds to be issued by the said company in aid of the construction of the Ottawa and Carleton Place section, which bonds shall be accepted and taken by the said contractor in payment of so much of the said contract price, at a discount of twenty per cent. upon the face thereof, and the remainder of the said contract price shall be payable in cash. But the said bonds shall only be issued to the said Contractor as the said extension progresses, bearing the same proportion to the work actually done thereon as the total amount of said issue of bonds bears to the total cost of the said extension, to be ascertained by approximate estimate of a competent engineer ;

Provided always, and it is hereby agreed, that it shall be in the power of the said Company to pay the said Contractor the first mentioned sum of four hundred thousand dollars in cash, and to retain the said bonds, amounting to five hundred thousand dollars, for its own purposes : the intention hereof being that the company may exercise the option hereby provided for at any time within six months after they shall have been delivered to the said Contractor in accordance with the terms hereof, and whenever any payment to the said Contractor shall become authorized under the terms hereof, by the construction of works on the said railway, or by the furnishing of materials for the same, such payment shall be made in the different funds and species of payment hereby stipulated for in the proportion of their respective total amounts, and such payments shall be made to the Contractor as the work progresses at par upon certificate of the Engineer in

charge to be delivered to the Company monthly, certifying the amount of work done and materials furnished by the said Contractor, reserving from such certificates fifteen per cent. upon the amount thereof as security for the due completion and performance of the said work by the said Contractor, and the whole of the balance of the price of construction shall be paid to the said Contractor within fifteen days after the road shall be received by the said Company, after due examination by the Chief Engineer of the said Company, and after the work thereof hereby contracted for shall have been performed to the satisfaction of the Chief Engineer of the said Company.

The Engineer, having the charge or supervision of the said works on behalf of the Company, shall make and deliver monthly and every month, during the continuance of the work, progress estimates or certificates, which shall contain the quantities and value of the work done, and of the materials thereof actually furnished and delivered by the Contractor at the place where the same are required to be used, such work and materials being therein estimated at a value proportionate to the price of construction hereby fixed.

And for the space of fourteen days after the expiry of any month, and after being required so to do, by and on behalf of the Contractor, he shall refuse or neglect to deliver in to the Company such estimate or certificate, an account furnished by the Contractor of the works executed or materials furnished or delivered for the period in respect of which such estimate or certificate is required, duly signed by the Contractor, and sworn to by him before a Justice of the Peace, shall, for the purpose of the payment demandable thereon, be received and taken in place of such estimate or certificate, and payment in the manner hereinbefore described shall be made thereon as upon an estimate or certificate for the same amount. Provided that no such estimate, certificate or account shall be finally binding upon the Company, but the whole shall be subject to revision on the final completion of the work, and all intermediate payments shall be deemed to have been payments on account; and it is hereby expressly agreed by and between the said parties thereto that, if at any time during the progress of the work hereby contracted for, it shall seem to the Engineer supervising the work for the Company, that, from any cause, the Contractor is likely to fail in its completion within the time hereby fixed, or if the rate of progress being made by the Contractor in the said works hereby contracted for, or the number of men employed thereon shall be found to be insufficient to warrant the expectation that the whole of the said works will be completed within the respective times hereby limited for that purpose, the Company, upon the report of such Engineer to that effect, shall have the right of taking such works out of the Contractor's hands, and of continuing them at his expense, the whole without any seizure, suit or proceeding, either at law or in equity, and simply after three days' notice of their intention so to do; and, for the purpose of notifying the said Contractor of or respecting any matter or thing referred to in this contract, notice shall be held to be validly given to him by its being mailed and addressed to his usual residence, and for all the purposes contemplated by this clause, the certificate of the Chief Engineer of the said Company shall be held to establish conclusively the insufficiency in rate of progress, men or materials, or any other default of the Contractor which may require to be so established by the Company.

And whereas it is the intention of the said Company to apply to the Government of the Province of Ontario for a subsidy in aid of the construction of the said railway, the said Contractor hereby agrees that he will consent to and permit any change, modification or alteration of the present contract in any detail, matter or thing which may be required by the Government of the Province of Ontario as a condition precedent to granting such subsidy, so long as such modification, change or alteration does not change the rate of remuneration which he is to receive for the present works, nor the dates at which the same are to be respectively completed by him.

And it is hereby further agreed that the said company shall furnish and deliver to the said contractor the right of way for the said railway, and shall settle and pay all land and other damages incurred in the construction of the said railway, and the Contractor is hereby authorized to take all necessary proceedings for obtaining such right of way and for the adjustment of such damages and upon delivery to him of such right of way he shall give credit to the Company for the actual cost thereof upon and on account of the payments in cash

hereby stipulated for, it being intended that the cost of the right of way and land damages shall be ultimately borne by the Contractor without further remuneration than the contract price hereinbefore stipulated.

In witness whereof the parties hereto have executed these presents, this sixteenth day of November, eighteen hundred and seventy-one.

(Signed) J. J. C. Abbott.
President C. C. Railway.

(Signed) George Lowe, Jr,
Secretary, C. C. Railway.

(Signed) A. B. Foster. [L. S.]

A true copy

(Signed) G. Lowe, Jr.,
Secretary C. C, Railway

Plan of the route of the Canada Central Railway.

Re-Inspection of the Canada Central Railway.

Department of Public Works,
Ontario.
Toronto, Nov. 27, 1871.

Sir,—The numerous applications made by railway corporations for aid out of the amount appropriated during the last session of the Legislature, cap 2, 34 Vic., entitled "An Act in aid of Railways," the preamble of which is, "to give aid towards the construction of railways leading to or through sections of country remote from existing thoroughfares, or passing through thinly settled tracts, or leading to the Free Grant Territory," or the inland waters, renders it necessary that an inspection be made of the routes through which it is contemplated to construct such railways. Your services are therefore required for such inspection of the Canada Central Railway, from Sand Point to Pembroke; and you will apply to the proper authorities at Brockville for such information as you require for the proper execution of your duties.

The principal examination you will require to make along the whole length of the proposed route will be as to what, in the words of the preamble may appear to you to be "thinly settled tracts," in each township, until the line reaches the confines of the Free Grant Territory. You will also report on other portions of the route, as may pass through well settled townships, and in cases where the line is to pass through wild lands not yet surveyed or remaining unappropriated for free grants, you will report on the general aspect of such lands especially with regard to their soil and timber and any other important features, shewing the desirability or otherwise, of opening a thoroughfare through such portions of our outlying territory

As the railway corporations are urgently pressing a decision by the Government of the aid to which they may be entitled, you will be good enough to enter upon your duties at the earliest possible day and report to this Department immediately you are able to do so.

I am, sir,
Your obedient servant,
(Signed) John Carling.

To S. P. Mabee, Esq., Port Rowan,
Ontario.

To Honourable JOHN CARLING,
Commissioner of Public Works for the Province of Ontario :

Pursuant to your instructions I have examined the proposed extension of the Canada Central from Sand Point to Pembroke, a distance of about fifty miles. The road is finished to the village of Renfrew, which is about eighteen miles from Sand Point, which has been finished during the last summer —although a few miles of rails have yet to be laid down ; which has to be done by the first of January, 1872.

The road passes from Sand Point some seven or eight miles in the Township of Horton, which is pretty well settled. Land pretty good. Some lime stone. It next passes through the Township of Bromley, which is sparsely settled. From Bromley the line goes through the Township of Stratford, which is pretty well settled. From the village of Renfrew to Calaboga Lake, where the Kingston and Pembroke Road is to pass, is about seventeen miles.

The two lines intersect each other near Douglas village, in the Township of Bromley, about twenty-two miles from Pembroke. From this place the two lines run parallel and cross each other several times from Douglas village to Pembroke.

The building of both roads from these two points would not serve the country any better than if both companies used the same road from Douglas village to Pembroke.

For the aspect of the country and settlement between Douglas village and Pembroke I beg to refer you to my report on the Kingston and Pembroke Road.

The Canada Central from Sand Point to Pembroke opens up a very important section of country, which is nearly worthless without railroad communication. The Ottawa river being so obstructed it does not afford a means of transit for this section of country. The country, on the whole, is sparsely settled. The land is not bad, although in some places rather stony, but when the lumbering is done it will be a very fair farming country.

I believe the contract is given out for the completion of the line to Pembroke.

All of which is respectfully submitted.

I have the honour to be,
Your obedient servant,

(Signed) S. P. MABEE,
Inspector of projected Railroads.

Toronto, December, 1871.

MONTREAL, January 19th, 1872.

SIR,—I have the honour to represent, on behalf of the Canada Central Railway Company that that company is now engaged in pressing forward the railway in the immediate vicinity of the free grant territory of the Province of Ontario, with the intention of proceeding still further with it through the wild lands of the Crown—the portion of it at present under construction being that which lies between Sand Point and the town of Pembroke in the valley of the Bonnechere—that shortly before the fall of the late Government the company made an application to that Government for assistance from the fund set apart for that purpose having previously placed the line under contract; that the execution of this contract was necessitated by the unofficial suggestion of the late Attorney-General Macdonald, that without the line being under contract he would not entertain the application for assistance; and that the company were compelled to fulfil this condition, though at considerable disadvantage to themselves; that subsequently I, as representing the company, was unofficially informed by the Attorney-General that there would be no difficulty about granting to the company a proportion of aid similar to that which had then been promised to the Kingston and Pembroke Railway Company, and although the Canada Central Railway Company believed that such a proportion did not afford it a full measure of justice, the board were compelled to be content with the assurance that they would be placed upon the same footing with the Kingston Company.

The fall of the late Government before having placed this arrangement in a position to be recognized by the present Government will prove to be a serious misfortune to the Canada Central Railway Company unless the present Government are willing to carry out the pledges

in this respect of the late Government. and the board venture to hope that the present Government will see that there is one which, under a liberal railway policy deserves a liberal support, and that the inchoate arrangements with the Attorney-General Macdonald will meet with the approval of the present Government.

I have, therefore, respectfully to solicit that the petition of the Canada Central Railway Company, now in the hands of the Government, may be placed before the present Government, and that such measure of aid be accorded to the company in the prosecution of its line from Sand Point to Pembroke, and thence westward through the wild lands of the Crown, as may be considered expedient.

I have the honour to be,
Sir,
Your obedient servant,
J. J. C. Abbott,
President.

The Honourable
The Provincial Secretary for Ontario.

Provincial Secretary's Office.

Toronto, January 29th, 1872.

Sir,—I have the honour, by direction of the Provincial Secretary, to call your attention to the fact that from certain allegations made in the memorial of the Canada Central Railway Company it might be inferred that the objects of the said company are attainable without aid from the Railway Fund.

I have to request you to offer any explanation on the subject that may assist the Government in coming to a decision on the true state of the case.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) Thos. C. Patteson,
Assistant Secretary.

The Honourable J. J. Abbott,
President Canada Central Railway Company.

Toronto, January 29th, 1872.

Sir,—I have the honour to acknowledge receipt of your letter of the 29th instant asking explanations upon certain points arising upon the memorial of the Canada Central Railway Company soliciting aid, and I beg to submit the following statement of facts and explanations relative thereto.

The charter of the Canada Central Railway Company authorizes the construction of a railway from Ottawa to Lake Huron at such point on that lake as may be selected, except only that portion of the line constructed by the Brockville and Ottawa Railway which extends from Carleton Place to Sand Point. The distance from Ottawa to Carleton Place is 28½ miles; from Sand Point to Pembroke, 45 miles; and from Pembroke to the nearest point on Lake Huron, about one hundred miles. The intermediate link between Carleton Place and Sand Point is 30 miles in length—so that Pembroke is a little more than half way from Ottawa to the nearest available point on Lake Huron, though I may add that the present intention of the Company is to extend their line to the furthest attainable point on Lake Huron, and, if power be granted by the Legislature, to carry it as far as the Sault Ste. Marie, with a branch to Georgian Bay.

The Company commenced operations in 1870 with a subscribed capital of $800,000, as stated in its memorial, relying upon the then existing land grant, upon municipal aid, upon

private subscriptions, and upon its bonds based on the road and land grant of 12,000 acres per mile for the means of completing their line. The Ottawa and Carleton Place section of 28¼ miles was completed the same year at a cost, with rolling stock, of over $685,000, of which $645,000 was advanced by Messrs. Bolckow & Vaughan, who were the subscribers for nearly the whole of the stock of the company. This amount is still due Messrs. Bolckow & Vaughan, and it is intended to secure its repayment by the deposit of bonds of the company known as the "Ottawa Series," and creating a lien over the whole railway. The company have obtained a perpetual lease of the Carleton Place and Sand Point section of the Brockville & Ottawa Railway, which portion is now virtually a part of the Canada Central: and that portion now under contract and completed to Renfrew, except the mere laying of a part of the track, will constitute a continuous line from Ottawa 103½ miles in length, leaving the remainder of the line covered by the charter untouched.

When the memorial of the company was submitted to the Government of Ontario, it was so submitted under the Act 34 Vic., cap. 2, which requires that proof should be made to the satisfaction of the Government, to the exclusion of reasonable doubt, that the portion of road for which aid was asked would be completed within the time fixed by the charter; and the company understood this to render it necessary for them to shew that they really could complete the section for which aid was asked, if they undertook it, and therefore that the Government need not fear that the aid, if granted would be wasted, by reason of the work not being completed. But certainly the company never supposed that, being required to shew that they were capable of constructing the section for which aid was asked, they could be refused that aid because they had made the preliminary proof required of them.

In point of fact, the company probably *could* make the section of its railway lying between Sand Point and Pembroke without any Government subsidy; but by so doing they would almost exhaust their means, and would be rendered unable to carry on the works beyond Pembroke, which would, in a great measure, render the work done valueless, and would destroy the main object of the entire project, which was, to reach the upper lakes by rail. The stock subscribed was so subscribed to further the enterprise contemplated by the charter, and not merely for a railway from Ottawa to Pembroke. It would not, therefore, be in accordance with the intention of the subscription to exhaust the stock in completing one-half of the railway; and while the stockholders are willing to allow their advance to stand as long as there appears to be a probability of the work proceeding, by obtaining some extraneous aid, they would doubtless claim to set it off against their calls if they perceived it would be exhausted without obtaining the desired end.

As a matter of fact, as regards the certainty of the completion of the section between Sand Point and Pembroke, in the event of His Excellency in Council being pleased to grant reasonable aid to that section, the company fully confirm the representations of their memorial; but while they showed that they were capable of completing it, they did not intend to convey to His Excellency by their memorial that they were prepared to complete that section without such aid, at the sacrifice of their prospect of carrying out their entire enterprise. They would not have gone to the length of entering into a contract for the completion of that section, if it had not been unofficially intimated to them that it was useless applying for aid unless that section was under contract; and they complied with this condition precedent, though they knew it to be unusual and believed it to be unjust, and though they felt that it might possibly be used to their disadvantage.

Under these circumstances, therefore, I am directed by the board respectfully to point out that while our funds would enable us to construct a portion of our line, they are insufficient of themselves to complete the whole of it: and also to express a hope that as the Canada Central Railway will open up free grant territory to a greater extent than any railway now chartered, in proportion to its length, His Excellency in Council will be pleased to award it the maximum aid contemplated by the statute.

I am also requested respectfully to represent that after the location of the Canada Central Railway to Pembroke, a portion of the Kingston and Pembroke Railway was so laid down upon plans as to appear to run alongside of the C. C. R. for about 18 miles between Renfrew and Pembroke, and to urge upon His Excellency in Council that this survey or location should not be held to operate to reduce the allowance he may be

pleased to make to the Canada Central Railway Company, which had been located and partially constructed when the survey was made.

I have the honour to be,
Sir,
Your obedient servant,

(Signed), J. J. C. ABBOTT,
President C. C. R. Co.

The Hon. the Provincial Secretary of Ontario,
Toronto.

HOUSE OF ASSEMBLY,
29th January, 1872.

SIR,—In conversation with the Honourable J. S. Macdonald, respecting the amount to be granted the Canada Central R. R. out of the amount to be appropriated for railroad purposes, I inferred from the conversation that we might reasonably expect at least three thousand dollars per mile, and trust your Government will not be less liberal.

I have the honour to be,
Sir,
Your obedient servant,

(Signed) ERIC HARRINGTON.

Honourable Edward Blake.

TORONTO, 29th January, 1872.

SIR,—In conversation with the Honourable J. S. Macdonald in December last, respecting the amount to be granted to the Canada Central Railroad out of the amount to be appropriated for railroad purposes, from the conversation I inferred that we might reasonably expect at least three thousand dollars per mile, and trust your Government will not be less liberal.

I have the honour to be,
Your obedient servant,

(Signed) WM. FITZSIMMONS.

Honourable Edward Blake.

PAPERS

In connection with the "Montreal and City of Ottawa Junction Railway Company's" application for aid. Presented to the Legislative Assembly by Command of His Excellency the Lieutenant Governor.

Toronto, 5th February, 1872.

SCHEDULE OF CORRESPONDENCE AND PAPERS.

Date	
25th Jan., 1872.	A Letter of D. A. Macdonald, President of Company, to Provincial Secretary, with
	1. Petition of Company for aid.
	2. Estimate of cost of road.
	3. Resolution of Ottawa City Council.
	4. Banker's certificate of cash deposit.
22nd Jan., 1872.	5. Letter of Mr. Brydges to President of Company.
" " "	6. Letter of Mr. Reekie to President of Company.
2nd March, 1871.	7. Letter of Attorney-General Macdonald to A. MacNabb
	B Printed Report on survey of line by Chas. Legge, C. E.
	C Acknowledgment of above.
27th Jan., 1872.	D Letter from T. N. Molesworth to President of Council.
30th Jan., 1872.	E " of Provincial Secretary to President of Company.
30th Jan., 1872.	F " from President of Company with
	List of Stockholders and amount subscribed, with the amount of bonuses granted.

A.

Alexandria, Jan. 25th, 1872.

Sir,—I have the honour to enclose herewith the Petition of the Directors of the Montreal and City of Ottawa Railway Company for aid from the railway fund, and also the report of the engineer of the line, together with other information respecting the financial basis of the Company, which I beg may be laid before His Excellency the Lieutenant-Governor, at the earliest opportunity.

I have the honour to be, Sir,
Your obedient servant,

(Signed) D. A. Macdonald,
President.

The Honourable,
The Provincial Secretary, Toronto.

To the Honourable William Pearce Howland, C. B., Governor of the Province of Ontario.,

The Petition of the Montreal and City of Ottawa Junction Railway Company humbly sheweth:

That the said Company was incorporated by an Act of the Parliament of Canada, 34 Vic., Chap. 47, assented to on the fourteenth day of April, 1871.

That by the said Act the Company is empowered to construct a Railway from a point at or near the Coteau Landing Station of the Grand Trunk Railway, in the Province of Quebec, to the City of Ottawa.

That by the said Act, the Company are empowered to receive, either by grant from Government, or from any individuals or corporations, municipal or otherwise, either in Canada or elsewhere, as aid in the construction of the said railway, any vacant lands in the vicinity thereof, or any other real or personal property, or any sums of money, either as gifts, or by way of bonus, or in payments of Stock, and legally to dispose of the same, and alienate the lands or other real or personal property for the purposes of the said Company, in carrying out the provisions of this Act.

That the term for the commencement and completion of said Railway is embodied in said charter, and regulated by the general Railway Act of Canada.

That the Provisional Directors of the Company, as named in the charter, with as little delay as possible, engaged Charles Legge, Esq., Civil Engineer, to make a survey of the line, prepare the plans, profiles, specifications and estimates, and report of the same, all of which have been completed.

That four hundred thousand dollars in stock and bonuses having been subscribed, and ten per cent. of the same, amounting to forty thousand dollars, having been paid into the Bank of Montreal, as required by the charter, the shareholders proceeded to organize the Company, by the appointment of a board of permanent directors, in accordance with the provisions of the charter.

That the Directors of the Company have so far progressed that they have been able to call for tenders for the construction of the line.

That the railway, as located, leaves the Grand Trunk Railway at the River Rouge, in the neighbourhood of the Coteau Landing station, from thence proceeding in the most direct route to Ottawa City, dividing the eastern peninsula of Ontario centrally, having the Ottawa River on the north, and the St. Lawrence on the south.

That the route so selected passes, to a large extent, through a sparsely settled district, remote from existing thoroughfares, and connecting with inland rivers and streams leading to a still more unsettled country, such as the Delisle, Garry, Scotch, Nation, Rideau, and the Ottawa Rivers, by which the Crown Lands in the interior of Ontario can be easily reached.

That this line will give greater facilities for conveying immigrants to the unsettled lands on the Upper Ottawa Valley, without change of cars from the seaport, for the carrying of the lumber trade, and for the general commerce of the Ottawa Valley, on account of its being the most direct route to Montreal and the Eastern States.

That the length of said railway by actual survey is eighty miles, with three miles additional of sidings, making eighty-three miles in all, of which sixty-eight miles are in the Province of Ontario.

That a gentleman of the highest standing in his profession as a contractor, and of ample means, has made a proposal to construct the railway, taking in payment therefor the subscribed stock, the amount of the Government grant from the Ontario Railway Fund, and the Company's bonds for the balance. A copy of this proposal with the security named therein is hereunto attached.

That the Report of the Engineer, Charles Legge, Esq., is hereunto attached, which clearly shows the traffic and paying prospects of the line, and also a detailed estimate of the cost of construction.

That prior to obtaining the charter from the Dominion Parliament a deputation of parties interested in the line, waited upon the late Premier of Ontario, The Honourable John Sandfield Macdonald, to ascertain if this railway would be entitled to a share of the Railway Grant, and upon his assurance that this line would be entitled thereto, an application for a charter was at once made and, in pursuance of such assurance, your Petitioners took action, and thereby incurred great expense in obtaining surveys, plans and reports, and without such assurances no steps would have been taken to obtain the said charter, or to procure such plans, surveys and reports. A copy of the late Attorney-General's letter is hereunto annexed.

That in view of the great advantage to the Ottawa Valley, and to the Dominion at

large, which will accrue from the construction of this line, your Petitioners pray that such aid per mile be granted to your Petitioners as the line may be fairly entitled to under the Railway Act.

And your Petitioners, as in duty bound, will ever pray,

(Signed) D. A. Macdonald,
President.

Alexandria, Jan. 18th, 1872.

Estimate of cost of constructing the "Montreal and City of Ottawa Junction Railway," from the River Rouge, in the neighbourhood of the Coteau Landing Station of the Grand Trunk Railway to the City of Ottawa, a distance of eighty miles, sixty-six miles of which are in the Province of Ontario.

Earthwork, 826,593 cubic yards, at 30cts	$247,978
Bridges, masonry, 3,298 " " $7	23,086
Iron work, 456 tons, $120	54,720
Culverts, masonry, 6,347 cubic yards, $6	38,076
Farm and road crossings	16 800
Station buildings	24'000
Clearing, 511 acres, $20	10,220
Grubbing, 31 " 20	620
Bush land to Rideau river, 511 acres, $10	5,110
Cleared " " " 252 " 20	5,040
Land between Rideau river and canal, 11 acres, $50	550
Land for stations, 24 acres, $20	480
Fencing 51,200 rods, $1.25	64,000
	$490,680
Permanent way, including three miles of sidings, eighty-three miles, at $6,500 per mile	539,500
Add say ten per cent. for superintendence and contingencies	100,418
Total cost	$1,130,598

(Signed) Charles Legge,
Chief Engineer M. and O. J. Railway.

Montreal, 17th January, 1872.

(Copy)

That a public meeting of the corporation and citizens of the City of Ottawa, held last autumn in the city hall of that city, a resolution was passed by the meeting without a dissenting voice, recommending the Council to pass a by-law granting aid to this railway to the amount of one hundred thousand dollars, and that the directors have full confidence in the pledge thus given, that it will be faithfully carried out.

That the city corporation of the City of Montreal promised to a deputation of gentlemen from Glengarry, that aid would be granted to the line, and as the sum of one million of dollars is to be granted in aid of railways by that city, the directors of this road have good grounds to hope for aid from that source to the amount of two hundred thousand dollars.

(Signed) D. A. Macdonald,
President.

Bank of Montreal,
Montreal, 9th January, 1872.

I hereby certify that the sum of forty thousand dollars currency has this day been

deposited in the Bank of Montreal on behalf of the Montreal and City of Ottawa Junction Railway Company.

(Signed) R. B. Angus,
General Manager.

I hereby certify that I have in my possession the original document of which the above is a true copy.

(Signed) D. A. Macdonald,
President.

(Copy.)

Grand Trunk Railway of Canada,
Managing Director's Office,
Montreal, 22nd January, 1872.

My Dear Sir.—Referring to the understanding that we have already arrived at in regard to working the line from Coteau to the City of Ottawa, I desire to say to you now that this Company will be prepared, upon the completion of the Montreal and City of Ottawa Junction Railway, to arrange for the working of that line of that Company, we providing all the rolling stock that is necessary to accommodate the traffic of the line.

We will run trains through between Montreal and Ottawa in sufficient number properly to accommodate the business both of passengers and of freight.

I am, yours faithfully,
(Signed) C. J. Brydges,

D. A. Macdonald, M.P, President,
Montreal and City of Ottawa Junction Railway Company.

I hereby certify that I have in my possession the original letter of which the within is a true copy.

(Signed) D. A. Macdonald,
President.

(Copy.)

229, St. James Street,
Montreal, 22nd January, 1872.

D. A. Macdonald, Esq., M.P.,
President.
Montreal and City of Ottawa Junction Railway Co.

Sir,—I beg to say that having gone carefully over the plans, profiles and specifications prepared for the Montreal and City of Ottawa Junction Railway Co., I am prepared to enter into a contract with the company for the construction of the line upon the following terms and conditions:—

The company to hand over to me the bonuses already obtained, stock subscribed, and also such sum as may be granted by the Ontario Government for that portion of the railway which is in that Province, and such an amount of the mortgage bonds of the company as may be necessary to complete the same, payable to me under the contract.

In consideration of this, I will undertake to complete the railway within eighteen (18) months from the time that work is commenced, providing the land and everything else to enable the road to be run between the City of Ottawa and a junction with the Grand Trunk Railway at or near Coteau

I shall also be prepared to give the following parties as security for the due fulfilment of the contract when it is duly executed by the company.

I have the honour to be,
Sir,
Your obedient servant,
(Signed), R. J. Reekie,
Contractor.

We agree to become securities to have the above proposition carried out when a contract is agreed upon between the parties above mentioned.

(Signed,) Geo. Stephen,
(Signed,) Alfred Brown.

I hereby certify that I have in my possession the original document of which the above is a true copy.

(Signed,) D. A. Macdonald,
President.

——

Cornwall, March 2nd, 1871,

My Dear Sir,—I have no objections to repeat to you in writing what I last evening said to you as chairman of the deputation appointed at the meeting at Alexandria to wait upon me in reference to the contemplated enterprise which is to connect Coteau du Lac with Ottawa City, running through Alexandria, namely, that the Company, having a charter for such a line, would come under the provisions of the Act of the Province of Ontario, providing for aid to railroads, provided that it complied with the terms of the charter, and that it appeared to the Government to be a bona fide undertaking.

The money would of course only accrue to the Company for the portion of the work constructed within this Province.

Wishing you every success in your contemplated interview with the Montreal Corporation, I remain,

Yours truly,

[Signed] J. S. Macdonald.

Archibald McNabb, Esq.,
Albion Hotel,
Montreal.

I hereby certify that I have in my possession the original document of which the above is a true copy.

(Signed) D. A. Macdonald,
President

B.

Printed Report on survey of line, by Chas. Legge, C. E.

(Copy.) C.

Provincial Secretary's Office,
Toronto, January 26, 1872.

Sir,—I have the honour to acknowledge the petition and papers forwarded by you, with regard to the granting of aid from the Railway Fund to the Montreal and City of Ottawa Railway; and to inform you that the subject will receive the immediate consideration of the Government.

I have the honour to be,
Sir,
Your obedient servant,

(Signed,) Peter Gow,
Secretary.

D. A. Macdonald, Esq., M.P.,

D.

Department of Public Works, Ont.,
Toronto, 27th January, 1872.

Hon. Edward Blake,
Presid't of the Council.

Sir,—In compliance with your instructions of this date, I beg to report as follows on the condition of settlement, and character of soil, &c., in the Townships of *Clarence*, *Cambridge*, *Russell*, *Gloucester*, and *Cumberland*, so far as the information I have acquired in connection with drainage operations enables me to speak:—*Township of Clarence.*—From a recent report of inspection, by Mr. Sparks, P. L. S., of Ottawa, I find that there is an area of about 11,000 acres of unsettled swamp lands in the township; I have no information as to how much of the high lands are unoccupied. *Township of Cambridge.*—In September, 1869, I passed over the road from Moose Creek Mills to Casselman's Mills at the high falls on the Nation River, and thence to Duncanville in Russell—passing a distance of fourteen miles through Cambridge; and, with the exception of a few clearings near Moose Creek Mills, and the clearing at Casselman's, the whole route was through unoccupied wooded lands, mostly swamp, and I was informed that the greater part of the township north of the road I traversed, and the boundary of Clarence, was then in the same unoccupied condition, and I judge from my observations at that time, that there are 20,000 acres of unsettled lands in this township. *Township of Russell.*—From personal observation and surveys in connection with drainage works, I consider that there are over 12,000 acres of unoccupied lands in this township, the greater part of which is situated north of the Castor river, and extends to the boundaries of Cambridge and Cumberland. *Township of Gloucester.*—A report of inspection of swamp lands made in 1870, by Mr. Woods, P. L. S., of that township, gives a total area of over 35,000 acres of unoccupied wet lands. *Township of Cumberland.*—From surveys made in this township in 1870, I consider that an area of over 20,000 acres of lands in this township is unoccupied, the greater part of which is subject to flood.

From these data I consider that over 100,000 acres of lands in these five townships are at present either unoccupied or uncultivated—the soil of which, with the exception of the "*Mer bleu*" swamp, is without doubt the best in the counties. The unoccupied condition of these lands arises from two causes, want of drainage, and want of means of access, and whenever these wants are supplied the lands will become rapidly settled, and be the most productive in the counties. The recent drainage operations in Russell Township have demonstrated that lands that before were considered nearly worthless, are now largely sought after at high prices; and any means by which an improved access through this district can be obtained will tend still further to develope its settlement.

I have the honour to remain,
Your obedient servant,
T. N. Molesworth,
Assistant Engineer.

E.

Provincial Secretary's Office,
Toronto, January 30th, 1872.

Sir, With reference to the petition of the Montreal and Ottawa City Railway Company for aid from the Railway Fund of this Province, I have to request that you furnish me immediately, for the information of the Government, with a certified list of the stock holders in the company, with a declaration of the *bona fides* of the subscriptions, and of the ability of the several subscribers to meet the calls upon their stock as arranged when you were in Toronto.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) Peter Gow,
Provincial Secretary.

D. A. Macdonald, Esq.,
President of Montreal and Ottawa City Rail Road.

F.

ALEXANDRIA, 30th January, 1872.

SIR,—I have the honour to enclose herewith a copy of the subscribed stock taken from the stock book of the Montreal and City of Ottawa Junction Railway Company.

I beg also to state that the directors expect liberal bonuses from Montreal, Ottawa City, and municipalities along the line of railway.

I have the honour to be,
Your obedient servant,
D. A. MACDONALD,
President.

To the Hon. Edward Blake, &c.,
Toronto.

The following is a true copy of the Stock and Bonuses subscribed towards the construction of the Montreal and City of Ottawa Junction Railway, taken from the Stock Book of the said Company.

DATE.	SUBSCRIBED.	Residence.	Number of Shares.	Value of each Share.	Total Amounts.
1871.				$	
December 30th...	In behalf of the Municipality of the Township of Lochiel, I do hereby subscribe a Bonus voted by the Municipality towards the construction of the Montreal and City of Ottawa Junction Railway—Amounting to the sum of Forty Thousand Dollars.				
	Archibald McNab, Reeve.....	.....	.....	.....	40,000
1872.					
January 2nd....	R. S. Macdonald.....	Lancaster....	5	100	500
	In behalf of the Municipality of the Township of Kenyon, I do hereby subscribe a Bonus voted by the Municipality towards the construction of the Montreal and City of Ottawa Junction Railway—Amounting to the sum of Forty Thousand Dollars.				
	James Fraser, Reeve.....	.....	.....	.....	40,000
January 3rd.....	R. Jas. Reekie	Montreal....	1,070	100	107,000
" "	C. J. Brydges	Montreal....	1,070	100	107,000
" "	D. A. Macdonald	Alexandria..	1,070	100	107,000
" "	John Rankin	Montreal....	10	100	1,000
" "	Alfred Brown.....	Montreal....	10	100	1,000
" 4th	James Skead	Ottawa.....	5	100	500
" "	E. McGillevry.....	Ottawa	5	100	500
" "	Peter Kennedy.....	Glengarry ...	5	100	500
	Total.....				405.000

I do hereby certify that I know the persons whose names are subscribed to the Stock Book as above set forth, and that they are *bona fide* Stockholders, and are able to pay the amount subscribed by them respectively; that the Townships of Lochiel and Kenyon are free from debt, and are able to pay the Bonuses subscribed by them respectively.

D. A. MACDONALD,
President.

Alexandria, 26th January, 1872.

PAPERS

In connection with the Grand Junction Railway Company's application for aid, presented to the Legislative Assembly by command of His Excellency the Lieutenant-Governor.

Toronto, 5th February, 1872.

GRAND JUNCTION RAILROAD COMPANY, SCHEDULE OF CORRESPONDENCE AND DOCUMENTS.

29th	Dec., 1871	Letter from Provincial Secretary.
4th	Jan., 1872	Letter of D. B. Robertson, Secretary, to Provincial Secretary.
16th	" "	Telegram, T. Kelso to Provincial Secretary, and answer.
		Petition of Company.
12th	Jan., 1872	Letter from F. Shanly to President and Directors.
25th	" "	Letter from F. Shanly to Provincial Secretary.
		Supplementary Memorial.
20th	" "	Letter of F. Shanly to President and Directors.
		Memoranda of interviews between Attorney General Macdonaldand Messrs. Kelso and Bowell.
25th	" "	Letter from F. Shanly to T. Kelso.
30th	" "	Letter from Provincial Secretary to T. Kelso, President.
30th	" "	Letter from President of Company to Provincial Secretary, with
		1. Tender from A. Brooks & Co. to construct road.
		2. Tender from Neilson, Gardner & Co. do.
1st	Feb. "	Letter from Secretary of Company to Provincial Secretary with
		1. List of Shareholders with President's certificate.
30th	Jan. "	2. Telegram, Kelso to Brooks.
	"	3. " Brooks to Kelso.

Provincial Secretary's Office,
Toronto, December 29, 1871.

The Secretary of the Grand Junction Railway Company,
Belleville,

Sir,—Upon examination of the papers connected with the several applications of railway companies for aid out of the Railway Fund, no formal petition from the Grand Junction Railroad Company can be found ; it is believed, however, that such a document must have been sent, or intended to be sent to the Government, as may be inferred from other papers relative to the company now in the Government offices.

I have to request that you will have the goodness at once to send to me for presentation to His Excellency, a petition duly signed, or a copy of that already forwarded, if such were the case.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) Peter Gow,
Secretary.

GRAND JUNCTION RAILWAY,
BELLEVILLE, January 4th, 1872.

Honourable
Peter Gow,
Provincial Secretary, Ontario,
Toronto.

SIR,—In answer to your favour of the 29th ult., I beg to state that no formal petition was ever presented for aid to the Government by the Grand Junction Railway Company, but upon more than one occasion application for aid to that company was made personally by deputations from the board of directors of the company to the Government.

However, the earliest opportunity will be taken of sending you for submission to His Excellency a formal petition such as you have so kindly suggested, praying for aid to our line.

I have the honour to be,
Your obedient servant,
D. B. ROBERTSON,
Secretary,
Grand Junction Railway Company.

MONTREAL TELGRAPH COMPANY,
TORONTO, January, 1872.

By Telegraph from Belleville.
To Honourable Peter Gow,
Provincial Secretary.

Deputation from Grand Junction Railway Company, desire an interview with the Government, to present petition, please name day convenient for reception.

THOMAS KELSO,
President.

MONTREAL TELEGRAPH COMPANY,
TORONTO, January 16th, 1872.

To Thomas Kelso,
President,
Grand Junction Railway Company,
Belleville.

The President of the Council will receive deputation on Saturday next.

PETER GOW,
Secretary,

To His Excellency the Hon. William Pearce Howland, Lieutenant-Governor of the Province of Ontario, in Council.

The petition of the Grand Junction Railway Company

HUMBLY SHEWETH:

That your petitioners are incorporated under the Statute of the Province of Canada 16 Victoria, chapter 43, as amended by the Statute of the Dominion of Canada, 33 Victoria, chapter 53;

That the route of the railway your petitioners propose to build is shewn upon the map which accompanies this petition, which map is made and signed by F. Shanly Esquire, your petitioner's chief engineer, and to which we beg to refer;

That the proposed railway will be the means of developing the large and important water powers of the Trent River, and will give access to an exceedingly fine agricultural country at present shut out from railway communication; that it will also give easier and better access to the Crown Lands along and near to its proposed route, and will afford easier and cheaper access to the large lumber establishments on its route to the American and Montreal markets;

That the distance from Matchedash Bay, on Lake Huron, to Belleville, is one hundred and forty-one miles, while the distance from said point to Toronto is one hundred and fifty miles, the distance from Toronto to Belleville is one hundred and thirteen miles, shewing that between said port, or any other of the ports, on the north side of Lake Huron and Montreal, or Oswego, the distance is less by the route of your petitioners' proposed railway than by any other line;

That the grades on said proposed route are easier and less continuous than any other line coming to Lake Ontario, except, perhaps, the Northern Railway; and your petitioners believe their line is more favourable in that respect than the Northern;

That the length and estimated cost of your petitioners' line from Belleville to Lindsay and Bobcaygeon, and from Lindsay to Lake Huron, are shewn by the report of Mr. Shanly, which is also sent with this peitition, and to which your petitioners beg leave to refer;

That the following is the financial scheme of your petitioners:—

Stock subscribed and allotted by Provisional Board of Directors		$205,000 00
BONUSES PASSED.		
Belleville	$100,000 00	
Stirling	5,000 00	
Rawdon	10,000 00	
Seymour	35,000 00	
County of Peterboro'	75,000 00	
		225,000 00
BONUSES PROMISED.		
Asphodel	$12,500 00	
Otonabee	12,500 00	
Verulam	25,000 00	
Lindsay	50,000 00	
		$100,000 00
BONUSES AND STOCK PROMISED ON CONDITION THE LINE IS CONSTRUCTED TO GEORGIAN BAY.		
Belleville	$50,000 00	
Peterboro'	60,000 00	
Sidney	25,000 00	
Stock	100,000 00	
		$235,000 00
		$765,000 00
Government aid to Lindsay, 85 miles, at $3000 per mile		255,000 00
Government aid from Lindsay to Georgian Bay, 56 miles, at $4,000 per mile		224,000 00
Government aid branch to Bobcaygeon, 15 miles at $4,000 per mile		60,000 00
Total		$1,304,000 00

Preferred stock		136,000 00
1st Mortgage Bonds..... ...		1,560,000 00
		$3,000,000 00
Chief Engineer's cost of construction and equipments, 141 miles at $20,000 per mile ...	$2,820,000	
15 miles at $12,000 per mile.....	180,000	
		$3,000,000 00

That your petitioners can, with said aid at once, upon the assets above stated as they now stand, place the road under contract and secure its construction and equipment between Belleville and Lindsay and Bobcaygeon, and that, with the aid indicated, from Lindsay to Lake Huron, your petitioners can procure the means to construct and equip the line between these points, this making the whole through line.

That your petitioners believe the construction of the line will greatly benefit not only the section of country through which it passes, but will advance the general interests of the Province, and will give better and cheaper access to the markets of Montreal and Oswego, which, to the section of country indicated on said map, is of great importance.

Your petitioners, therefore, pray that you will grant to your petitioners the aid asked, and your petitioners, as in duty bound, will ever pray.

GRAND JUNCTION RAILWAY.

BELLEVILLE, 12th January, 1872.

To the President and Directors of the Grand Junction Railway Company, Belleville.

GENTLEMEN,—I have the honour to report for the information of your Board that the preliminary surveys have been completed as far as Lindsay, on the main line, a distance of eighty-five miles from the waters of the bay at this place, with a branch fifteen miles in length to the village of Bobcaygeon, and I am now enabled to arrive at an estimate of the cost of construction and equipment to these points, from Lindsay to the Georgian Bay, a further distance of say fifty-five miles.

I have taken the surveys made by the late Mr. John W. Tate in 1853 as a basis upon which to form an estimate, and I find that the total average cost from Belleville to the Georgian Bay on the main line may be placed at a sum not to exceed $20,000 per mile, from Belleville to Lindsay only at $22,000, and the Bobcaygeon branch at say $12,000 per mile. Considering the somewhat broken character of the country throughout the whole distance between Belleville and Lindsay, and the unusual number of large bridges required, namely, two crossings of the Trent, one of the Otonabee, one over Pigeon River, and one over Scugog River—four of them requiring swing openings, this cost is not excessive—the grades adopted being quite as favourable for the trade as those on the Northern Railway from Collingwood to Toronto.

From Belleville to a point about twenty-three miles west, two lines have been surveyed. First, by way of Wallbridge's mills through Sterling, and second by way of Frankford and Chisholm's Rapids, the distance being about one mile and three-quarters in favor of the latter route, and the summit to be overcome about thirty-five feet less than that on line No. 1. Having reached the point common to both, the line is continued to Campbellford and thence to Hastings and Peterborough, passing through a highly cultivated and productive country. Leaving Peterborough, an almost direct route is taken to Lindsay, also through a fine agricultural district, and located in such a position as with the Branch from Pigeon River to Bobcaygeon, to intercept the large lumber trade of the northern lakes and rivers, most of which should find its way over your road, and thence down the

St. Lawrence avoiding the precarious navigation of Lake Ontario, or finding a market at Oswego, with comparatively little lake carriage. I hope to have the final location to Lindsay, and on the branch, laid down in time to enable you to commence operations on the first opening of the spring, and should you determine upon placing the work under contract before that time—much might still be done this winter in the way of providing timber and other material for construction. Below I give you the distances by measurement.

Belleville to Lindsay.

Belleville to Sterling	18	miles.
Sterling to Campbellford	$12\frac{1}{10}$	"
Campbellford to Peterborough	32	"
Peterborough to Lindsay	$24\frac{1}{4}$	"
	$86\frac{35}{100}$	miles.
Pigeon River to Bobcaygeon	15	miles.
Lindsay to Orillia	40	miles.
Orillia to Georgian Bay at Matchedash	15	miles.
	55	miles.
Total via. Sterling	$156\frac{35}{100}$	miles.
" Chisholm's Rapids	$154\frac{60}{100}$	"
Difference	$1\frac{75}{100}$	"
Main line	$141\frac{35}{100}$	"

I am, gentlemen,
Yours respectfully,
F. Shanly.

Grand Junction Railway,
Toronto, 25th January, 1872.

Honourable Peter Gow,
Provincial Secretary,
Ontario.

Sir,—I have the honour to submit for the information of the Government, in connection with the application of this company, for aid—the following documents:—

1. Map shewing the course of the line ; 2, 3, 4, 5, sections of line. 6. Memorial with engineers' report attached.

Respectfully yours,
F. Shanly,
Chief Engineer.

Map shewing the course of the line.

To His Excellency the Honourable William Pearce Howland, C. B., Lieutenant-Governor of Ontario (in Council).

The Grand Junction Railway Company beg to present the following supplementary memorial to your Excellency in Council, containing additional facts to those contained in the petition of the Grand Junction Railway Company, presented to the President of the Council, the Honourable Edward Blake, on Saturday, January the twentieth instant.

The Directors respectfully submit the following additional facts in support of their claim for Government aid to said Grand Junction Railway.

First. That from and after an interview between the late Premier of Ontario, the Honourable John Sandfield Macdonald, and the President of the Grand Junction Railway Company, Thomas Kelso, Esq., and Mackenzie Bowell, Esq., one of the directors of said railway company; and upon the report of these gentlemen to the directors of said company of what then took place, Frank Shanly, Esq., was appointed Chief Engineer of said Grand Junction Railway Company's surveys; and profiles, plans, &c., &c., were prepared at an expense, up to the present time, of over fifteen thousand dollars. ($15,000.)

Second. That a deputation from the Grand Junction Railway Company waited upon the Honourable John Sandfield Macdonald, the then Premier of Ontario, on the fifteenth of December last, the result of which interview is hereunto annexed, signed by the gentlemen who composed said deputation.

Third. All the bonuses remain intact.

Fourth. In addition to the promised bonuses, the Town of Belleville will give right of way through the town, frontage on the Bay of Quinte for wharfage, &c., &c.

Fifth. That the road from Lindsay to Orillia is not on the same line, though running parallel with the Midland Railway, being at the point opposite Beaverton, some fourteen miles distant.

Sixth. That the Grand Junction Railway Company are willing to meet on fair terms any of the competing lines west of Orillia to Georgian Bay, in order that the Government bonuses may be made applicable to the wants of all.

Seventh. That the construction of the Grand Junction Railroad will form a nucleus of a railroad running into the interior of the County of Hastings, and on to the free grant territory in the northern part of said county, and the board of directors have pledged themselves to assist, so far as practicable, said road.

Eighth. That stock can be obtained in Oswego, Montreal, Boston to such an extent as the board of directors consider desirable as soon as the Government and the House shall have announced its intention to give a bonus to the road.

Ninth. That the Grand Junction Railway is one of Provincial importance beyond any now applying for Government aid, from the fact that it connects the Georgian Bay with the head of river navigation—prominent forwarders, both from the east and west, having expressed to the company their high appreciation of the scheme.

Tenth. It will facilitate, to a great degree, the distribution of emigrants, first, by a cheap water carriage from Montreal to Belleville, thence, via Grand Junction Railway, to Sterling, Campbellford, Hastings, Peterborough, Bobcaygeon, Lindsay, Orillia, at which points they can pass into the interior of the country and the free grant lands.

Eleventh. Hereto attached will also be found an offer from Frank Shanly, Esq., for the construction of the Grand Junction Railway, which the board of directors have favourably entertained. Mr. Shanly has been communicated with for the purpose of having a contract fully completed, which will be forwarded to the Government in due course.

(Signed) Thos. Kelso, [L.S.]
President.

Toronto, 20th January, 1872.

To the President and Directors, Grand Junction Railway, Belleville.

Gentlemen,—In pursuance of a conversation had with your President to-day, I now make you the following offer for the construction of your road from Belleville to Lindsay, with a branch to Bobcaygeon, a total distance of 101 miles, as ascertained by the surveys and measurements recently made for you under my direction.

I propose to furnish the right of way, the iron for main track and sidings, as well as all other materials, tools and labour necessary for the clearing, grading, fencing, bridging and culverts, road and farm crossings, the laying down of the track, and ballasting, and the erection of all necessary buildings, and, in fine, completing the line in every respect, ready for the rolling stock, for the sum of seventeen thousand dollars ($17,000) per mile. The grades to be limited to a maximum of 1 $\frac{25}{100}$ feet per 100 ascending eastward, and 1 $\frac{60}{100}$ feet per 100 ascending westward, and no curve to have a less radius than 1,400 feet, except at stations. The iron to be of the best quality, T pattern, weighing 56lbs. per lineal yard, with fished joints. The ties to be of the most approved timber to be found in the neighbourhood, and to number not less than 2,500 per mile of road, including sidings. The truss bridging to be of the best quality pine timber, and the quantity of ballast to average not less than 2,500 cubic yards per mile. The whole work to be executed under the supervision, and to the satisfaction of your Engineers, and to be completed ready for traffic not later than the 31st day of May, 1874. Should you accept this tender I will be prepared to commence work immediately, and to prosecute it vigorously.

In addition to the offer as above, of $17,000 per mile, I will further agree, if thought expedient, to furnish a sufficiency of rolling stock for a further sum of three thousand dollars (3,000) per mile, or say, for the whole road complete $20,000 per mile, it being understood that both offers are contingent upon the Government aid asked for being granted within a reasonable time, say, during the present Session of the Legislature, so as to enable me to make all my preparations by the opening of the spring. If required, I shall be prepared to enter into a formal contract, and to offer ample security for its fulfilment, should it be awarded to me.

I am, gentlemen,

Respectfully yours,

F. Shanly.

Memorandum of interview between the Honourable John S. Macdonald, as Premier of the Province of Ontario, and Thomas Kelso, Esquire, President of the Grand Junction Railway Company, and Mackenzie Bowell, Esquire, M.P., one of the directors of said company.

Upon the receipt of a telegram from the Honourable Premier of Ontario, dated on or about the 25th of October, 1871, in reply to an application for an interview upon the subject of aid to the Grand Junction Railway, under the provisions of the Railway Act of 1871, the said Thomas Kelso and Mackenzie Bowell, met the Honourable John S. Macdonald at the station of the Grand Trunk Railway in Belleville, and proceeded as far west as Brighton, during which interview the Honourable gentleman distinctly stated that the Grand Junction Railway scheme was one that had been brought under his notice, and that an Order in Council would be passed granting such sum as the enterprise deserved, so soon as the company would place before Government plans, profiles and such an exhibit of the financial position of the company as to give the Government an assurance that the road could be built. At this time the bonuses of Belleville, Sterling, Rawdon, Campbellford, and Peterborough had been granted by the people of these municipalities.

Upon these facts being reported to the board of directors, the work of surveying, preparing plans, etc., was ordered to be pushed forward with as much vigour as possible, under the direction of Frank Shanly, Esqnire, Civil Engineer.

(Signed) Thomas Kelso,
President G. J. R. C.

(Signed), Mackenzie Bowell,
Director. G. J. R. C.

Dated at Belleville this 24th day of January, A.D., 1872.

Memorandum of an interview of a deputation of the Grand Junction Railway Company with the Honourable John Sandfield Macdonald, Premier of the Ontario Government, held on Friday, the fifteenth day of December, A.D., 1871.

After having stated the object of our seeking an interview, the Premier, in reply, informed us that, owing to the resolution passed by the House, he did not feel at liberty to make an allotment of bonus to any railway, but that the Grand Junction Railway was one of the railway enterprises that he had intended to assist, and in making his report to the House, that the Grand Junction Road should be put in as favourable a position by him for Government aid as any other railway enterprise; and, in answer to an enquiry of Mr. Bowell, one of the deputation, as to what position the Grand Junction Railway Company would be in, should his Government resign, Mr. Macdonald replied that the memorandum he would make, would put it in an equally favourable position as other roads he had intended to assist; and that, whether in the Government or out of it, he would support Government aid to the Grand Junction Railway Company, and that he would state from his seat in the House that the said railway was one of the railways that should receive aid

(Signed), { M. Bowell, A. T. Wood, Thos. Kelso, } G. H. Boulter. Ketchan Graham, Henry Corby.

Grand Junction Railway,
Toronto, 25th January, 1872.

Thomas Kelso, Esq.,
President.

Dear Sir—In explanation of my tender, and as regards the mode of payment, I propose taking it in the following manner, viz:

Municipal debentures to realize $2,500 per mile; proceeds of stock subscriptions, $1,500; preferred stock at say 50 per cent. equal $3,000; balance in Government Aid, and 1st Mortgage Bonds of the company, the whole to realize in cash, when added to the above, $20,000, or $17,000 per mile, as the case may be, on accepting either of my tenders.

Yours truly,
(Signed) F. Shanly.

P. S.—I have estimated that the Mortgage Bonds will realize 80 per cent. of their face value; thus, if $11,000 per mile be required in cash, it will require $13,750 to be issued in bonds at par.

(Signed) F. Shanly.

Provincial Secretary's Office,
Toronto, 30th January, 1872.

Sir,—I have the honour to call your attention to the promise made by Mr. Holden, when recently at Toronto, to advocate the claim of the Grand Junction Railway Company to aid from the Railway Fund, to furnish immediately a certified copy of the list of shareholders, with a certificate of the *bona fides* of the subscriptions made, and of the ability of the subscribers to meet the calls upon their stock. I would remark that this requisition

has been made in other cases of a similar kind. and the Government is anxious to have before it all papers and documents necessary to the proper consideration of the application of the company, at the earliest possible moment.

I have the honour to be, Sir.
Your obedient servant,
PETER GOW,
Secretary.

T. Kelso, Esquire, President,
Grand Junction Railway Company,
Belleville.

BELLEVILLE. January 30th. 1872.

SIR,—In addition to the memorials and accompanying documents, submitted with the view of showing to the Government that there is no reasonable doubt of the completion of the Grand Junction Railroad within the period mentioned in the Act for the completion of the same. by order of the directors. I beg leave to submit the enclosed additional tenders for the construction of the road. These offers have been made without solicitation on the part of the directors, and they are from personsknown to be competent to carry out what they undertake.

Messrs. Brooks & Co. have successfully completed large contracts for the construction of railways, and at present are constructing a large and important section of the Intercolonial. Mr. Neilson has also contracts under the Dominion Government for a section of the Intercolonial, and works on the Welland Canal enlargement.

The directors submit these tenders as evidence that responsible contractors are ready and willing to construct the road on terms within the present ability of the company, with the addition of the Government aid.

I have the honour to be, Sir,
Your obedient servant,
THOMAS KELSO,
President,
Grand Junction Railway Company.

To the Hon. Peter Gow,
Provincial Secretary, Toronto.

BROCKVILLE, ONTARIO,
January 29, 1872.

SIR,—In accordance with the information received and referring to our conversation of Saturday last with reference to the construction of the Grand Junction Railway from the Town of Belleville to Lindsay, (or beyond that point as may be determined upon hereafter), we beg to submit the following proposition, viz:—That we will undertake to furnish and provide the engineering, the right of way and all materials and workmanship necessary, and construct and equip said line of railway with sufficient building accommodations for passengers, freight, wood, and water service, and also the necessary rolling stock and wharfage required for the business of the line, upon the following considerations, viz:—That the company pay us for the above-named works, from month to month *pro rata*, as the works progress, the sum of eighteen thousand five hundred dollars ($18,500) per mile, such payments to be made in the following proportions of cash and other securities,:—Per mile, say, $7,500 cash or its equivalent in Government and municipal debentures; $1,000 paid up stock of the company, and $10,000 bonds of the company being a first mortgage on the railway and its equipment.

Should this proposition be entertained, we would beg to solicit an early reply so as to allow us to make our arrangements accordingly, and we would further beg to state, that should our proposition be accepted. satisfactory sureties for the fulfilment of the contract will be given.

We remain,
Sir,
Your obedient servants,
(Signed) A. Brooks & Co.

Thomas Kelso, Esq.,
President, Grand Junction Railway,
Belleville.

Belleville, 30th January, 1872.

Gentlemen,—We propose to construct, equip, and finish complete your line of railway, including dockage at Belleville, and engineering, for the sum of seven thousand five hundred dollars per mile in cash, fifteen hundred dollars per mile in stock, and eight thousand five hundred dollars per mile in first mortgage bonds of the company.

We are,
Gentlemen,
Your most obedient servants,
Neilson, Gardner & Co.

P. S.—We beg to add in explanation of the above offer, that the stock and bonds will be accepted by us at par, and further, that in case of the acceptance of the above offer satisfactory security will be given to the company of the due completion of the line. We may also add, that the above offer includes sidings.

Neilson Gardner & Co.

The President and Directors
of the Grand Junction R. R. C.

Belleville. February 1st, 1872.

Honourable Peter Gow,
Provincial Secretary, Toronto.

Dear Sir,—In compliance with your favour of 30th ulto., I beg leave to submit certified copy of list of Shareholders in Grand Junction Railway, with certificate of the *bona fides* of the subscriptions made, and of the ability of the subscribers to meet the calls upon their stock.

In explanation of the tender of Messrs. Brooks & Co., submitted in our last communication, we enclose a telegram sent to them on the subject, and their reply.

Your obedient servant,
(Signed) Thomas Holden,
Secretary Pro tem

GRAND JUNCTION RAILWAY COMPANY.
BELLEVILLE, 31st January, 1872.

Certified List of the Stockholders in this Company, with their respective places of abode, and their respective amounts of Stock and numbers of Shares therein :—

NAMES.	Abode.	Amount of Stock.	Number of Shares.
		$ cts.	
D. D. Bogart	Belleville	4,000 00	200
David Pitceathly	do	2,000 00	100
James Brown	do	2,000 00	100
Thomas Kelso	do	2,000 00	100
Robert Read	do	2,000 00	100
Thomas Holden	do	2,000 00	100
Billa Flint	do	2,000 00	100
Alexander Robertson	do	2,000 00	100
John Bell	do	2,000 00	100
W. H. Ponton	do	2,000 00	100
M. Bowell	do	2,000 00	100
A. Diamond	do	2,000 00	100
William Sutherland	do	1,000 00	50
Alexander Sutherland	do	2,000 00	100
George Ritchie	Canifton	2,000 00	100
John Stevenson	Belleville	2,000 00	100
George Neilson	Napanee	2,000 00	100
Walter Fanning	Belleville	2,000 00	100
C. J. Starling	do	1,000 00	50
Horace Yeomans	do	1,000 00	50
W. A. Foster	do	1,000 00	50
E. W. Holton	do	1,000 00	50
J. W. Carman & Co.	do	1,000 00	50
Angus McFee	do	1,000 00	50
James W. Thompson	do	1,000 00	50
Andrew Thomson	do	1,000 00	50
Henry Corby	do	1,000 00	50
John Northcott	do	1,000 00	50
Thomas Rutherford	do	300 00	15
George D. Dickson	do	200 00	10
D. B. Robertson	do	200 00	10
Neil McArthur	do	200 00	10
Emannel Hayne	do	600 00	30
A. L. Bogart	do	200 00	10
William Doctor	do	500 00	25
W. W. Jones	do	500 00	25
R. Elvins	do	500 00	25
F. Gabourie	do	200 00	10
John Doyle	do	200 00	10
Lewis Roenigk	do	100 00	5
John Wormacott	do	200 00	10
N. B. Falkiner	do	100 00	5
William Johnson	do	300 00	15
G. C. Borrodaile	do	100 00	5
E. L. Aunger	do	500 00	25
Rees Price	do	200 00	10
W. H. Scholes	do	500 00	25
F. C. Ridley	do	200 00	10
P. H. Hambley	do	200 00	10
J. F. Way	do	500 00	25
J. A. G. Crozier	do	500 00	25
Alexander Watters	do	100 00	5
P. V. Dorland	do	100 00	5
G. W. Abbott	do	100 00	5
E. Harrison	do	300 00	15
John Farin	do	500 00	25
	do	200 00	10
Carried forward		53.300 00	2,665

Certified List of Stockholders, &c.—*Continued.*

Names.	Abode.	Amount of Stock.	Number of Shares.
		$ cts.	
Brought forward		53,300 00	2,665
George L. T. Bull	Belleville	100 00	5
George S. Tickell	do	200 00	10
John Fowler	Cobourg	94,000 00	4,700
H. M. Foulds	Hastings	1,000 00	50
James S. Foulds	do	1,000 00	50
John Blacklock & Co.	do	200 00	10
Joseph A. Fife	do	100 00	5
W. J. Foulds	do	1,000 00	50
William M. Orr	do	100 00	5
William Legate	do	200 00	10
D. B Robertson	Belleville	3,000 00	150
J. W. Dinwoodie	do	500 00	25
G. H. Boulter	Campbellford	400 00	20
The Corporation of the County of Hastings	Stirling	50,000 00	2,500
Totals		205,100 00	10,271

(Signed) D. B. Robertson,
Secretary, G. J. Railway Company.

I, Thomas Kelso, President ot the Grand Junction Railway Company, hereby certify that the above list correctly sets forth the names of the Shareholders in the said Company, and the number of shares and amount of stock *bona fide* subscribed for in each case. And I further certify that, from my own knowledge, I believe the persons named in the said list to be responsible and able to meet all calls which may be made on the said stock, excepting John Fowler, of whose responsibility I am not able to speak of my own knowledge; but, from reputation, I consider him responsible.

In witness whereof, I have hereto set my hand and the Corporate Seal of the said Grand Junction Railway Company, this 1st February, A.D. 1872.

(Signed) Thomas Kelso,
President, G. J. Railway Company.

Montreal Telegraph Company,
Belleville, 30th January, 1872.

To A. Brooks & Co.,
Belleville.

Does your offer include the purchase of right of way through Belleville, or any corporation property, for railway purposes?

Is sidings included, and do you take the Bonds of the road at par?

(Signed) Thomas Kelso,
President.

Montreal Telegraph Company,
Belleville, 31st January, 1872.

By Telegraph from Ottawa,
To Thomas Kelso, President, Grand Junction Railway.

Our offer did not include paying for any property belonging to Belleville, or any other municipal corporation, for right of way. Necessary sidings were included. Bonds were to be taken at par.

(Signed) A. Brooks & Co.

GRAND JUNCTION RAILWAY

SUPPLEMENTARY PAPERS AND CORRESPONDENCE.

6th February, 1872.—Letter from Secretary of Company to Provincial Secretary, enclosing letter from Hon. Frank Smith, President, Toronto, Simcoe and Muskoka Railway, dated 2nd February, 1872, and answer.

GRAND JUNCTION RAILWAY COMPANY'S OFFICE,
BELLEVILLE, 6th February, 1872.

SIR—I beg to transmit, for the consideration of His Excellency in Council, the subjoined correspondence between the Honourable Frank Smith and the President of our Board, which is explanatory of itself.

I have the honour to be,
Your obedient Servant,
D. B. ROBERTSON,
Secretary, Grand Junction Railway Company.

The Honourable Peter Gow,
Provincial Secretary,
Toronto.

TORONTO, February 2nd, 1872.

SIR—A communication has been received by me, as President of the Toronto, Simcoe and Muskoka Junction Railway Company, from the Provincial Secretary, enquiring if, in the event of aid being given to our Georgian Bay Branch, we would be disposed to make traffic arrangements with your Company and the Midland, or allow such Companies running powers over the Branch Line. My Company felt no hesitation in making an affirmative reply, and suggested to the Government that, as we are a Company for constructing and not for operating Lines of Railway, no jealousy could exist against us among Companies competing for traffic over our Line, whereas strong and valid objections might be raised by competing Companies against being forced to work over and upon the distinct property of a rival enterprise.

Upon the assurances recently received by aur Solicitor, Mr. Edgar, from the deputation of your Company, when in Toronto, we felt warranted in stating to the Government, that such an arrangement as proposed would be satisfactory to the Grand Junction Railway.

The Northern Railway Company are lessees of our Main Line, and are also deeply interested in reaching the Georgian Bay from Orillia.

I, therefore, communicated with Mr. Cumberland on this subject, who has written me stating his willingness to be placed on a similar footing with other Companies, and under such running powers as may be accorded. Mr. Cumberland also added, "with reference to "the Grand Junction Company, I may say that we should be disposed, in the interest of "economy, and to save the duplication of bridges (to the injury of navigation) to give that "Company running powers over our line through Mara to Orillia, including the use of our "Narrows Bridge, on equitable terms of payment."

It is my object in addressing you to receive an early assurance that you favour the suggestion of the Government acceded to by us, that we should give equal running powers to all companies over the branch upon receiving Government aid for it, and also to urge upon your company to address the Government pressing for an immediate subsidy to our Line upon the above conditions.

I have the honour to be,
Sir,
Your obedient Servant,
FRANK SMITH,
President, Toronto, Simcoe and Muskoka Junction Railway.

To Thomas Kelso, Esq.,
President, Grand Junction Railway Company,
Belleville.

GRAND JUNCTION RAILWAY, SECRETARY'S OFFICE,
BELLEVILLE, 6th February, 1872.

SIR—I have to acknowledge the receipt of your letter of the 2nd instant, and I beg to state, in reply, that this company quite approve of the suggestion of the Government to which you refer.

I think the proper course would be this—let the Government send an inspector to report on the several lines proposed, and whichever line is found to be the best for the general good, let that be subsidized, upon condition that all the other lines now applying for the Government aid to build parallel lines shall have what is known in England as running powers over the line so subsidized upon fair and reasonable terms; such terms to be either defined in the Bill by which this would be given effect to, or, in case of disagreement, to be fixed by arbitration in the usual way such things are done. The whole agreement, in any case, or the award, should be subject to the approval of the Government in Council.

I have taken the liberty of sending a copy of your letter, and a copy of this, to the Honourable the Provincial Secretary.

I have the honour to be,
Sir,
Your obedient Servant,
THOMAS KELSO,
President, Grand Junction Railway Company.

The Honourable Frank Smith,
President, Toronto, Simcoe and Muskoka Junction Railway Company.

RETURN

To an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying that he will cause to be laid before the House a Return giving a list of the names and residences of the Coroners of this Province.

By Command,

PETER GOW,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 5th February, 1872.

COUNTY OF BRANT.

Name.	Residence.
Brown, Edwin T.	Brantford.
Buckwell, William S.	Onondaga.
Clarke, William	Paris.
Cook, Silas W.	Paris.
Cook, Alexander Hardy	Mount Pleasant.
Dee, Robert Hill	Onondaga.
Fowler, John Milton	Burford.
Griffin, Egerton	Brantford.
Hipkins, Edward	Burford.
Kerr, William K.	Brantford.
Lemmon, Henry	Brantford.
Manwaring, Nathaniel E.	St. George
Tegart, Edwin William	Scotland.
Webster, Thomas	Brantford.
Wilson, George D.	Burford.

COUNTY OF BRUCE.

Douglas, Robert	Port Elgin.
Francis, William S.	Invermary.
Fleming, Neil	Teeswater.
Kay, John P.	Belmore.
Martyn, Dewitt H.	Kincardine.
Murphy, James C.	Mildmay.
McLaren, Peter	Paisley.
Usher, Henry	Walkerton.

COUNTY OF CARLETON.

Allan, Joseph	Osgoode.
Béaman, James	North Gower.
Church, Collerille	Goulburn.
Dean, William	Fitzroy.
Evans, Robert	Gloucester.
Hinton, Robert J.	Nepean.
Johnston, Thomas	Marlborough.
Kidd, Richard	Huntley.
Lewis, William Francis,	Ottawa City.
Leggo, Christopher	Ottawa City.
Pigott, William D.	Fitzroy.
Pratt, Abraham	Ottawa City.
Street, John G.	March.

FOR THE CITY OF OTTAWA.

Beaubien, Jacques Thélesphore	Ottawa City.
Van Cortland, Edward	Ottawa City.

COUNTY OF ELGIN.

Cascaden, John	Iona.
Cline, Daniel	Belmont.
Coventry, John	Wardsville.
Dancy, Edward	Aylmer.
Foote, Ezra	Aylmer.
Gundry, Lewis J.	Vienna.
Gustin, Eliphalet.	St. Thomas.
Ling, George W.	Wallacetown.
McCausland, Marshall B.	Springfield.
McGeachy, William	Wallacetown.
Southwick, George	St. Thomas.

COUNTY OF ESSEX.

Name.	Residence.
Bartlett, Alexander	Windsor.
Casgrain, Charles E., M.D.	Windsor.
Cornwall, Wheeler P.	Colchester.
Elliott, Thomas, junior	Amherstburg.
Ferris, John	Colchester.
Gerichard, Daniel	Sandwich East.
Hall, William G.	Windsor.
Kevill, James	Amherstburg.
Lundy, William A., M.D.	Amherstburg.
Maloney, John	Malden.
Wigfeild, Jonathan	Mersea.

COUNTY OF FRONTENAC.

Allen, William Robinson.	Portsmouth.
Barker, Edward John, M.D.	Pittsburg.
Bryant, James Richardson	Howe Island.
Cowdry, John	Harrowsmith.
Detlor, George H.	Kingston.
Dickson, John R.	Portsmouth.
Dix, T. Joseph	Garden Island.
Dunlop, Neil	Sydenham.
Joyner, Charles	Sydenham.
McNully, John	Sunbury.
Northmore, Joseph	Cataraqui.
Randall, William	Wolfe Island.
Sexton, George	Portsmouth.
Shaw, John	Kingston.
Shibley, Jesse	Loughborough.
Spinning, Demetrius	Wolfe Island.
Spike, Aaron	Harrowsmith.
Stewart, John	Kingston.
Waldron, John	Battersea.
Woolfe, John	Battersea.

COUNTY OF GREY.

Albery, John	Meaford.
Barr, John	Artemesia.
Bell, Angus	Singhampton.
Christie, William S.	Artemesia.
Eckroyd, Alfred E.	Mount Forest.
Gordon, Thomas	Owen Sound.
Graff, Thomas John	Mount Forest.
Gunn, James	Durham.
Lauderkin, George	Hanover.
Niemeir, George	Newstadt.

COUNTY OF HALDIMAND.

Armour, John.	Dunnville.
Howell, W. A.	Jarvis.
Messenger, Thomas	Caledonia.
Payne, Thomas	Hagersville.
Weatherby, L.	Dunnville.

COUNTY OF HASTINGS.

Applebee, N. S.	Shannonville.
Boulter, George H.	Sterling.
Bogart, Abraham L.	Belleville.
Bowen, Daniel Grant	Marmora.
Brown, James	Belleville.
Burdett, David Earle	Belleville.
Canniff, Jonas.	Canniff Mills.
Corrigan, Richard	Hungerford.
Day, Henry W.	Trenton Village.
Gream, Charles	Hastings Village.
Hamilton, Charles S.	Roslin.
Judd, William	Stirling Village.
Moore, Thomas	Madoc.
Murphy, John W.	Trenton.
McDonell, John P.	Belleville.
Ponton, William H.	Belleville.
Pomeroy, Timothy	Tweed.
Roy, Robert M.	Belleville.
Roblin, Marshall Bidwell.	Belleville.
Weldon, George R.	Tyendenaga.
Wilson, Benjamin S.	Roslin.

COUNTY OF HURON.

Bingham, John	Turnberry:
Burch, John	Stanley.
Burns, E. A.	Grey.
Coleman, T. T.	Seaforth.
Campbell, John	do.
Dickson, James	
Douglass, Robert	
Hyndman, John	Usborne.
Hawkes, J. J	Morris.
Hill, Charles	
Holmes, W. J. R.	Morris.
Irwin, F. W.	Turnberry.
Kerr, T. Wilton	Morris.
Laudor, Alfred	Clinton.
Mitchell, David	Hullett.
McLeod, George	Stephen.
McDougall, P. A	Goderich.
McLean, T. F.	do.
McCool, D. B.	Morris.
Rutledge, Ryerson	Howick.
Reeve, John	Clinton.
Scott, James	
Scott, C. Tait	Turnberry.
Sloan, R. J.	
Worthington, Addison	Clinton.

COUNTY OF HALTON.

Name.	Residence.
Buck, Anson	Palermo Trafalgar.
Barber, James	Georgetown, Esquesing.
Carter, Samuel J	Wellington Square.
Freeman, Clarkson	Milton.
McCullough, Robert	Esquesing.
McGarvin, Nelson	Acton, Esquesing.
Ogden, Edwy Joseph	Oakville.
Richardson, William	Nelson.
Stewart, Angus	Nassagaweya.
Wright, David D.	Oakville.
Williams, Justus Samuel Wright	Oakville.
Wright, William Case	Georgetown.

COUNTY OF KENT.

1.

Hicks, John J	Duart.
Murphy, Henry J	Chatham.
Newman, John B	Wallaceburg.
Railton, George	Bothwell.
Smith, James M.	Morpeth.
Smith, Jacob	Ridgetown.
Swisher, Richard D	Thamesville.
Tye, George A	Thamesville.

2.

List of Coroners whom I believe to be Coroners, but whose commissions are not filed in my office.

Askin, C. J. S	Chatham.
Bray, John L.	Chatham.
Cross, Thomas	Chatham.
Foott, George W	Dover.
McInnes, D. R	Dresden.
Rolls, James A	Chatham.
Sivewright, James H	Chatham.
Vanvelsor, Daniel J	Blenheim.

COUNTY OF LAMBTON.

Anderson, John	Plympton.
Bury, John	Sombra.
Chalmers, James	Plympton.
Douglas, Charles	Oil Springs Village.
Davidson, Myers	Florence Village.
Eccles, Friend Richard	Arkona Village.
Fraser, Anson S	Sombra.
Gamble, Aaron Walter	Moore.
Hutton, James	Forest Village.
Johnston, T. W.	Sarnia.
Johnston, Hugh	Moore.
Mearns, John	Petrolia.
Mickle, W. J.	Petrolia Village.
Mott, George B	Wyoming.
Mothersill, Joseph	Strathroy.
McMullen, Robert C	Sarnia.
McKeune, John	Brooke.
Nash, Alfred	Warwick.
Rothwell, Thomas R	Warwick.
Scott, Thomas R. H	Plympton.
Young, Archibald	Sarnia.

COUNTY OF LANARK.

Atcheson, James	Smith's Falls.
Burns, Robert	Pakenham.
Burritt, Walter H.	Smith's Falls.
Bogart, David Patterson	Carleton Place.
Chambers, James A	Smith's Falls.
Howden, Robert	Perth.
Kellock, John D.	Perth.
Mostyn, William	Almonte.
McGillis, Donald.	Pakenham.
Patterson, James.	Almonte.
Robertson, William	Lanark.
Wilson, William	Carleton Place.

COUNTY OF LINCOLN.

Alexander, James A	St. Catharines.
Brant, George	Smithsville.
Buckbee, Pulmer	Smithsville.
Colver, John W	Welland Port.
Comfort, John Harris	St. Catharines.
Considine, John Wise	Port Dalhousie.
Cook, Angus	Grantham.
Goodman Edwin	St. Catharines.
Keating, Michael Yates	Jordan.
Mack, Theophilus	St. Catharines.
Morson, Frederick	Niagara.
McLean, John George	Beamsville.
Nelles, John Adolphus	Grimsby.
Nelles, Peter Ball	Grimsby.
St. John, Alpheus Spencer	St. Catharines.
Wilson, Robert M	Niagara.

UNITED COUNTIES OF LEEDS AND GRENVILLE.

Atkinson, Edward Louis	Gananoque.
Bows, David	Charleston.
Brouse, William A	Prescott.
Briddle, Robert	Wolford.
Burritt, Walter A.	Smith Falls.
Dunham, Geo. Newboro	Brockville.
Elwood, James G	Prescott.
Eaton, Thomas	Kitley.
Gowan, W. Bainbridge	Escott.
Giles, Colin Godkin	Farmersville.

Name.	Residence.
Henderson, Solomon	Augusta.
Hayes, Thomas	Farmersville.
Jakes, Samuel	Wolford.
Kelly, Michael	Merricksville.
Leslie, Robert	Kemptville.
Lyman, Warren	North Augusta.
Leech, Richard	South Crosby.
Lauder, Alfred	Frankville.
Merrills, John	Leeds.
Mordon, John H.	Brockville.
McIntosh, Joseph Jessup	Yonge.
McGee, Archibald	Oxford.
McGee, Robert	South Gower.
McGhie, Benjamin Thos.	South Crosby.
Percival, William	Oxford.
Potter, William	Gananoque.
Preston, Robert Henry	Newboro.
Scott, William J	Prescott.
Schofield, W. Augustus	Brockville.
Sparham, Emanuel B	Kemptville.
Sparham, Terrence	Brockville.
Taylor, Henry James	Escott.
Vaux, Harry Edward	Brockville.

COUNTY OF LENNOX AND ADDINGTON.

Aishton, Thomas	Village of Bath.
Ash, John R.	Township of Camden
Chamberlain, Thomas	Town of Napanee.
Chamberlain, William K.	Town of Napanee.
Carscallen, Peter F.	Township of Sheffield.
Davis, Peter D.	Township of Adolphustown.
Pultz, Henry	Township of Ernestown.

COUNTY OF MIDDLESEX.

Agnew, Niven	Delaware.
Billington, George	Strathroy.
Caw, William	Parkhill.
Cline, Daniel	Belmont.
Flock, John Richard	City of London.
Henderson, Donald	Ailsa Craig.
Hanson, Henry	Hyde Park, London Township.
Hossac, Thomas	Lucan.
Hagarty, Daniel	City of London.
Lindsay, William	Napier.
Lumley, William	Glencoe.
Manners, Robert Charles	Strathroy.
Mothersill, Joseph	Strathroy.
McAlpine, Dugald L.	City of London.
McIntyn, Duncan	Glencoe.
McCaudlass, Francis	London Township.
Moore, Charles G.	City of London.
McKenzie, Andrew	City of London.
Morden, R. T. P.	City of London.
Nelles, John H.	City of London.
Quarry, William B.	Lucan.
Roome, William F.	Newbury.

COUNTY OF NORFOLK.

Duncomb, David	Waterford.
Hagerman, William C.	Lynedock.
Hayes, James	Simcoe.
Mabee, Hugh A.	Port Rowan.
Merrett, Joseph A.	Waterford.
Phelan, John	Walsingham, Pleasant Hill.
Salmon, James	Simcoe.
Stewart, James A.	Port Dover.
Severeen, Albert	Delhi.
Walker, Nathaniel Q	Port Dover.
Wilson, John	Simcoe.

UNITED COUNTIES OF NORTHUMBERLAND AND DURHAM.

Aylesworth, George	Percy.
Burrows, Phillip Palmer	Millbrook.
Beatley, John	Cobourg.
Brodie, David	Cobourg.
Barnard, Joseph	South Monaghan.
Bigham, John	Orono
Chatterton, Richard D.	Cobourg.
Corbett, Robert A.	Perry Town.
Cameron, Charles McDonald	Port Hope.
Davidson, Solomon W.	Newcastle.
Ewing, Charles E.	Cobourg.
Eyres, Thomas	Millbrook.
Ewing, Benjmin	Brighton.
Fife, Amos E.	Brighton.
Gould, Carman Magnus.	Cramahe.
Gross, Pitkin	Brighton.
Heniman, Weston L.	Orono.
Loscombe, Charles Robert	Bowmanville.
Mason, Henry	Cobourg.
Maxwell, Robert	Port Hope.
Mallory, Caleb R	Hamilton.
Massie, John	Colborne.
Parr, James	Cartwright.
Rose, William Nicholson.	Newcastle.
Tisdale, St. John Cass.	Hamilton.
Wilson, John	Haldimand.
Wallace, Samuel	Seymour.
Wade, William	Cobourg.

COUNTY OF ONTARIO.

Name.	Residence.
Carson, Alva George	Town of Whitby.
Clarke, Joseph	Village of Oshawa.
Eastwood. M. O.	Town of Whitby.
Foley, Pat, James	Breechim, Township Mara.
Freal, G. James	Stouffville.
Hancock, Alexander	Oshawa.
Jones, Richard	Port Perry.
McKay, Alexander	Beaverton.
McMullen William	Atherly, Mara.
Nation, John	Uxbridge.
Rae, Francis	Oshawa.
Tucker, David	Pickering.
Wyatt, Alfred	Cannington, Brock.

COUNTY OF OXFORD.

Ault, John M.	Tilsonburgh, Dereham.
Adams, Henry	Embro, West Zorra.
Clarke, Daniel	Princeton, Blenheim.
Cook, Ephraim	Norwich, North Norwich.
Carroll, James	Norwich, North Norwich.
Duncan, George	Embro.
Field, Gilbert C.	Woodstock.
Hoyt, John J	Ingersoll.
Joy, Sylvanus	Tilsonburgh, Dereham.
Round, James B.	Drumbo, Blenheim.
Springer, William	Ingersoll.
Scott, William	Woodstock.
Swan, Levi H.	Woodstock.
Turguand, John	Woodstock.
Terryberry, Jacob S.	Drumbo, Blenheim.

COUNTY OF PEEL.

Allison, Samuel	Caledon.
Bonnar, David	Albion.
De La Haye, Alcide J. B.	Chinguacousy.
Dixie, Beaumont W.	Toronto Township.
Douglas, Charles	Streetsville.
Grant, John	Toronto Township.
Hickman, John	Albion.
Johnston, William	Brampton.
Mullen, John Furner.	Brampton.
Philip, Thomas G	Chinguacousy.
Riddall, John Knight	Caledon.
Robinson, Charles	Chinguacousy.
Stewart, Alexander	Albion,
Woods, Jas. McBride	Streetsville.

COUNTY OF PERTH.

Bowie, James	Mitchell.
Campbell D. D.	Listowel.
Harrison, D. K.	St. Mary's.
Hyde, John	Stratford.
Hornibrook, Edward	Mitchell.
Jackson, Phillip J	Stratford.
King, D. J.	Carronbrook.
Muter, P. J.	Nithburg.
Nichol, John	Listowell.
Philip, John	Listowell.
Shaver, P. R.	Stratford.
Wilson, Daniel	St. Mary's.

COUNTY OF PRINCE EDWARD.

Dorland, Willet C.	Hallowell.
Hudgin, Lewis	Athol.
Jaques, James	Ameliasburgh.
McDonald, Alex. R.	Hillier.
Morden, Richard	Sophiasburgh.
Morden, John H.	Hillier.
Peck, William	Ameliasburgh.
Platt, Milton	Pieton.
Walbridge, Samuel S.	Ameliasburgh.
Young, Reuben	Ameliasburgh.
Young, Fred. H.	Athol.

UNITED COUNTIES OF PRESCOTT AND RUSSELL.

Beaton, Alex. A.	West Hawkesbury.
Cumming, William	East Hawkesbury.
Downing, Phillip	Caledonia.
Ferguson, James M. D.	Cumberland.
Gibson, John	East Hawkesbury.
Gates, James O.	L'Orignal.
Harkin, William M. D.	Frankleek Hill.
Laroque, Charles	North Plantagenet.
Mulligan, Joseph	West Hawkesbury.
Ramsay, John.	Longueuil.
Roe, Robert A.	Clarence.
Sherriff, Andrew	Clarence.

COUNTY OF PETERBOROUGH.

Bell, Alexander	Lakefield.
Benson, John R.	Peterborough
Clegg, Sidney W.	Apsley.
Harney, Alexander	Peterborough.
Kincaid, Robert	Petebrorough.
McCrea, Amos	Keene.
Nicholls, Wm. C.	Peterborough.
O'Sullivan, John	Peterborough.
Stevenson, John A.	Norwood.
Stewart, Charles R.	Haliburton.

COUNTY OF RENFREW.

Channonhouse, John	Eganville.
Cranston, James G.	Arnprior.
Dowswell, Albert H.	Arnprior.

Name.	Residence.
Lynn, James P.	Renfrew.
McKenzie, Edward.	Pembroke.
Surtees, George.	Beachburg.
Walton, Brinsley, Jr.	Westmeath.
Young, Charles.	Point Alexander.

COUNTY OF SIMCOE.

Ardagh, John	Orillia.
Allen, James	Brampton.
Ardagh, Arthur	Barrie.
Agent, Edward	Williams Landing.
Allen, Edward	Lavender.
Armstrong, Thomas M	Rosemont.
Booth, Joseph Dean	Bradford.
Bell, Angus	Singhampton.
Carbert, Joseph	Orange Villa.
Callahan, Richard	Tecumseth.
Crookshank, James S.	Barrie.
Elliott, C. S.	Orillia.
Hewson, Francis	Bowmor.
Hamilton, Alexander	Barrie.
Jeffery, Edward	Penetanguishene.
Judge, James	Arlington.
Lund, Richard	Cookstown.
Moberly, Arthur	Collingwood.
Morton, George D.	Bradford.
McKenna, Charles	Loretta.
Norris, John Wesley	Cookstown.
Oliver, Llewellan.	Barrie.
Riddall, John K.	Alton.
Ross, John K.	Church Hill.
Ramsay, Robert	Orillia.
Rutledge, William Noble	Coldwater.
Stephen, Alexander	Collingwood.
Scholfield, J. C.	Bond Head.
Stewart, Alexander	Keenansville.
Sanderson, G. W.	Orillia.
Turnbull, Thomas	Mono Centre.

UNITED COUNTIES OF STORMONT, DUNDAS AND GLENGARRY.

Blackloek, John	None given.
Bogart, Giles W.	
Breakenridge, D. A.	
Campbell, Samuel	
Chamberlain, T. F.	
Dickinson, J. J.	
Dillaborough, John	
Evans, H. M.	
Johnston, Joseph	
Leclair, Napoleon	
Markell, R. S.	
McDonell, Angus	
McGruer, Duncan	
McKenzie, Alexander	
McMillan, Donald	
Wagner, W. H.	

COUNTY OF VICTORIA.

Andrews, J. D.	Little Britain.
Beall, Thomas	Lindsay.
Black, Wm. A.	Omemee.
Clarke, P. H.	
Degrassie, A. W. J.	Lindsay.
Fidler, Josiah	Lindsay.
Fitzgerald, James	Fenelon Falls.
Kelly, John	Little Britain.
Loyd, Phips	Bobcaygeon.
McLaughlin, Alex. A.	Norland.
Norris, George A	Omemee.
Poole, Thomas W.	Lindsay.

COUNTY OF WATERLOO.

Bowlby, David S.	Berlin.
Kerr, William	Galt.
Lovett, William	Ayr.
Philip, John Roy	Galt.
Pipe, William	Berlin.
Seagram, Thomas	Galt.
Vardon, William H.	Waterloo Village.
Walden, John W.	Waterloo Village.
Walmsley, David L.	Elmira.
Whiting, James A.	Berlin.

COUNTY OF WELLAND.

Bald, William A.	Welland.
Chapman, Alex. B.	Welland.
Cumines, Thomas	Welland.
Douglas, William	Fort Erie.
Gibbon, Peter	Port Colborne.
Haney, Henry R.	Fenwick Pelham.
Kaler, Henry	Stamford.
Lemon, Benjamin H.	Thorold.
Lewis, Zenas B.	Clifton.
Moore, John	Bertie.
Mellanby, William	Humberstone.
Rannie, John	Allanburgh.
Rolls, Henry	Thorold.
Robertson, Garvin	Wainfleet.
Smades, Samuel S.	Port Colborne.
Scholfield, David S.	Welland.
Wilson, Gordon	Port Colborne.
Young, Robert	

COUNTY OF WELLINGTON.

Corbert, Joseph	Orangeville.
Cowan, James	Harriston.
Eckroyd, A. E.	Mount Forest.

Name.	Residence.
Finlayson, John	Ellora.
Gordon, John H.	Arthur Village.
Graffe, Thomas J.	Mount Forest.
Herod, George S.	Town of Guelph.
Keating, Thomas A.	Town of Guelph.
Middleton, Wm. G.	Elora Village.
Madsley, Henry	Hollin or Maryboro.
Munro, John	Fergus.
McCullough, James.	Everton or Eramosa
McNaughton, Henry M.	Erin.
Paget, Arthur H.	Elora.
Tuck, Thomas H.	Town of Guelph.
Wallace, James	Alma Village.
York, Thomas T.	Erin.

COUNTY OF WENTWORTH.

Bull, Harcourt B.	Hamilton.
Lundy, John Bostwick	Waterdown.
Mepherill, George	Freelton.
Mackelean, George	Hamilton.
Orton, Henry	Ancaster.
Rosebrough, John W.	Hamilton.
White Thomas	Hamilton.
Kinner, Norman S.	Waterdown.
Orr, Wisley	Ancaster.
Mackintosh, D	Hamilton.
McMahon, Doctor	Dundas.

COUNTY OF YORK AND CITY OF TORONTO.

Baker, Norman	Scarborough.
Boyd, John	Georgiana.
Buchanan, C. W.	Toronto.
Bull, Edward	Lloydtown.
Closson, L. D.	Woburn.
Delahooke, J. A.	Weston formerly, now Toronto.
Doherty, Jno	Markham.
Eckardt, T. P.	Unionville.
Evelyn, J. D.	Woodbridge.
Fisher, C. C.	Weston.
Friel, J. G.	Stouffville.
Geikie, W. B.	Toronto.
Hallowell W. M.	Toronto only.
Herrick, Geo	Toronto.
Hillary, R. W.	Aurora.
Hodder, T. M.	Toronto.
Jackson, E.	Newmarket.
Langstaff, James	Richmond Hill.
Lapsley, Wm	Woburn.
McMaster, A. J.	York Mills.
Miller, Henry	Thornhill.
McKenna, T.	Markham.
Philbrick, C. J.	Yorkville.
Playter, Edward	Schomberg.
Pyne, Thomas	Newmarket.
Ramsville, R.	Brownsville.
Reid, John	Thornhill.
Riddell, A. A.	Toronto.
Schofield, A. A.	Lloydtown
Strange, F. W.	Aurora.
Terry, W. B.	Keswick.
Wheeler, J. P.	Woburn.
Wilson, J. D.	Sharon.
Wright, H. H.	Sharon.

PAPERS

Respecting the Port Whitby and Port Perry Railway Company's application for aid. Presented to the Legislative Assembly by command of His Excellency the Lieutenant-Governor.

Toronto, 7th February, 1872.

SCHEDULE OF CORRESPONDENCE AND PAPERS.

24th Nov. 1871....A—Letter of C. Draper, President of Company, with Petition.

10th Jan'y. 1872....B—Letter of Provincial Secretary to President of Company.

C— 1. Stock List of Company.
2. Class "B" Stock.
3. Statement of Bonus Fund.
4. Statement of 1st Mortgage Bonds.
5. Financial Statement.
6. Amount required for Rolling Stock.
7. Contract with J. H. Dumble.
8. Contract with C. E. English.

5th Feb'y, 1872...D—Letter of Provincial Secretary to President of Company.

A.

Office of the Port Whitby and
Port Perry Railway Company,
Whitby, 24th November, 1871.

Honourable S. Richards,
Provincial Secretary.

Sir,—Herewith please find petition from our company praying for aid from surplus set apart by Government to assist in the construction of railways in Ontario, which you will please to lay before His Excellency the Lieutenant-Governor in Council.

I have the honour to be,
Sir,
Your obedient servant,
(Signed), C. Draper,
President.

(Copy.)

To the Honourable WILLIAM PEARCE HOWLAND, C.B., *Lieutenant-Governor, Province of Ontario, in Council assembled.*

The petition of the Port Whitby and Port Perry Railway Company

HUMBLY SHEWETH,—

Your petitioners would most respectfully represent that the Port Whitby and Port Perry Railway Company is a duly incorporated company under the provisions of the Act passed by the Legislature of the Province of Ontario, in the thirty-first year of Her Majesty's reign, chapter 42, for the construction of a railway from Port Whitby on Lake Ontario, to Port Perry on Lake Scugog, connecting the inland waters of the counties of Ontario, Victoria, and Peterboro', with Lake Ontario, by railway.

First.—That, in pursuance of the power of the said company, a contract for the partial construction of the said road, (which contract included only the road bed, sidings and stations) was made with one John Henry Dumble, on or about the fourteenth day of September, one thousand eight hundred and sixty-nine, who failed to complete the said contract within the time limited, and that the said John Henry Dumble did, on or about the eighth day of February, one thousand eight hundred and seventy-one, make an assignment of the said contract to one Caleb E. English, and that on or about the ninth day of May, one thousand eight hundred and seventy-one, the said company entered into an agreement with the said English, agent of the said Dumble, for the completion of the contract entered into with the said John Henry Dumble.

Second.—That on or about the first day of August, one thousand eight hundred and seventy-one, the said English, having only partially completed the grading of the said road, wholly abandoned the said work.

Your petitioners did, on or about the sixth day of September, one thousand eight hundred and seventy-one, resume possession of the said road, and assume the construction of the said works, and are now proceeding with the same to completion, and that the iron is now laid down from Port Whitby to within about two miles of Port Perry, and will be fully completed on or about the ninth day of November, one thousand eight hundred and seventy-one, and that the stations, sidings, and ballasting of the said road are being pushed forward to completion as fast as possible.

Third.—That the said company are in a position, from subscribed capital and bonuses from Municipal Corporations and proceeds of bonds duly issued under the authority of the Act incorporating the said company, and amendments thereto, to complete the whole of the said road, including sidings and station houses, so as to be ready for the rolling stock within the period mentioned in their Act of incorporation.

Fourth.—That the said company are not in a financial position to furnish the said road with the necessary rolling stock for working the same, and that the rolling stock now being used in the construction of the said road has been leased by the company for that purpose.

Fifth.—The Port Whitby and Port Perry Railway, connecting as it does Lake Ontario with the inland waters at the head of Lake Scugog, and which inland waters intersect the Free Grant Territory and other lands of the Crown remote from existing thoroughfares, affords the most direct and cheapest outlet for such territory and Crown lands.

Your petitioners would therefore pray, that an appropriation be made to the said railway company out of the railway fund, to the extent of three thousand dollars per mile, and your petitioners will ever pray.

Dated this sixth day of November, A.D. 1871.

(Signed,) C. DRAPER,
President.

B.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, January 10, 1872.

SIR,—With reference to the petition of the Port Whitby and Port Perry Railway Company for aid from the Railway Fund, I am commanded by His Excellency, the Lieutenant-Governor, to write to you for further information.

In order to come to a decision on the prayer of the petition, the Government requires from the company a statement in writing, giving the details of their stock subscriptions, with evidence of the *bona fides* of them, and of the ability of the subscribers to pay up in full, with a memorandum of the amount already paid.

I have, also, to ask for full particulars of the Municipal Bonuses and all other assets, with a view to the exhibition of a complete financial basis.

You will be good enough to furnish, also for His Excellency's information, copies of all contracts made for the construction of the road, with a statement of the actual cost of such construction.

I have the honour to be,
Sir,
Your obedient servant,
(Signed,) PETER GOW,
Secretary.

The President of the
Port Whitby and Port Perry R. R. C.,
Whitby.

Name.	Address.	Witness.	No. of Shares.	Amount of Stock Subscribed.	Amount Paid.	Transferred.	Amount held.	Balance due.
				$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Joseph Bigelow	Port Perry	Robert J. Wilson	200	10000 00	5300 00	4000 00	6000 00	700 00
W. S. Sexton	do	do	200	10000 00	3200 00	2000 00	8000 00	4800 00
Thomas Paxton	do	do	200	10000 00	7000 00		10000 00	3000 00
Chester Draper	Whitby	do	100	5000 00	3000 00	2000 00	3000 00	
N. G. Reynolds	do	do	60	3000 00	2136 00		3000 00	864 00
James Holden	do	do	60	3000 00	2400 00		3000 00	600 00
J. H. Perry	do	N. G. Reynolds	60	3000 00	2100 00		3000 00	900 00
J. H. Greenwood	do	C. Draper	60	3000 00	2300 00		3000 00	700 00
Robert Campbell	do	do	10	500 00	500 00		500 00	
Lowes and Powell	do	do	10	500 00	375 00		500 00	125 00
T. H. McMillan	do	do	5	250 00	50 00		250 00	200 00
Thomas Lawlor	do	do	3	150 00	150 00		150 00	
James H. Gerrie	do	do	2	100 00	100 00		100 00	90 00
Charles King	do	do	5	250 00			250 00	250 00
S. H Cochrane	do	do	20	1000 00	100 00		1000 00	900 00
R. J. Wilson	do	do	10	500 00	50 00		500 00	450 00
Lewis Allin	do	do	2	100 00	20 00		100 00	80 00
George Robson	do	do	4	200 00		200 00		
H. J. Macdonell	do	do	10	500 00			500 00	500 00
G. H. Dartnell	do	do	2	100 00			100 00	100 00
G. O. S. Conway	do	do	3	150 00			150 00	150 00
Francis Keller		do	2	100 00			100 00	100 00
Hatch and Brothers	Whitby	N. G. Reynolds	5	250 00	150 00		250 00	100 00
J. C. Kerston	do	C. Draper	10	500 00	200 00		500 00	300 00
Bernard Rowland	do	do	6	300 00	300 00		300 00	
J. H. Samo	do	do	1	50 00	5 00		50 00	45 00
John Till	do	do	1	50 00	5 00		50 00	45 00
John Nott	Port Perry	Joseph Bigelow	1	50 00	5 00		50 00	45 00
William Tate	do	do	4	200 00	140 00		200 00	60 00
Neil Sinclair	Prince Albert	do	8	400 00	200 00		400 00	200 00
J. W. Davis	Port Perry	do	8	400 00	280 00		400 00	120 00
Isaac J. Davis	do	do	2	100 00	70 00		100 00	30 00
James Dewett	Borelia	do	4	200 00	140 00		200 00	60 00
G. U. White	Port Perry	do	2	100 00	70 00		100 00	30 00
Thomas Bullen	do	do	2	100 00	20 00		100 00	80 00
Henry Charles	do	do	4	200 00	140 00		200 00	60 00
J. W. Allison	do	do	6	300 00	140 00		300 00	160 00
Harrison, Maw & Son	do	do	8	400 00	280 00		400 00	120 00
G. H. Jones	do	do	10	2000 00	200 00		2000 00	1800 00
Daniel Ireland	do	do	2	100 00	30 00		100 00	70 00

J. W. Jacobs	do	do	40	2000 00	600 00		2000 00	1400 00
Jonas Smith	do	do	3	150 00			150 00	150 00
Edward Major	do	do	40	2000 00	2000 00		2000 00	
Henry Foy	do	do	2	100 00	30 00		100 00	70 00
W. M. Cochrane	do	do	4	200 00	25 00		200 00	175 00
J. H. Addison	do	C. Marsh	2	100 00	50 00		100 00	50 00
Thomas Oakley	do	P. Bigelow	1	50 00	15 00		50 00	35 00
Palmer Bigelow	do	W. M. Cochrane	2	100 00	10 00		100 00	90 00
Joseph Letcher	do	Joseph Bigelow	1	50 00			50 00	50 00
Town of Whitby	Whitby	Under Seal	200	10000 00	1000 00		10000 00	9000 00
John H. Dumble	Cobourg	R. J. Wilson	600	30000 00	12000 00		30000 00	18000 00
Z. Burnham	Whitby	N. G. Reynolds	40	2000 00	200 00		2000 00	1800 00
David S. Dow	do		2	100 00	100 00		100 00	
John Wass	do		3	150 00	150 00		150 00	
Thomas Arksey	do		3	150 00	150 00		150 00	
Alexander J. Burnett	do		3	150 00	150 00		150 00	
Transferred by Jos. Bigelow—C. Marsh	Port Perry				1800 00		2000 00	200 00
Do do Jas. Dryden	Brooklin				1600 00		2000 00	400 00
Transferred by C. Draper to K. F. Lockhart	Whitby				1800 00		2000 00	200 00
Do George Robson to J. Dryden	Brooklin				123 00		200 00	77 00
Do W. S. Sexton to A. N. Sexton	Port Perry				623 50		2000 00	1376 50
Total amount of Shares subscribed			2088					
Total amount of Stock subscribed				104,400 00				
Total amount of Stock paid up					53,492 50			
Total amount of Stock transferred						8200 00		
Total amount of Stock held							104,400 00	
Total amount of Stock due and unpaid								50957 50
Stock uncollectable in consequence of Insolvency, or parties having left the country, or otherwise								5060 00
Balance considered good								45897 50

I certify that the above is correct.

W. A. LAW,

Secretary and Treasurer.

2. CLASS "B" STOCK.

Name.	Address.	Witness.	No. of Shares.	Amount Stock Subscribed.	Amount Paid.	Transferred.	Amount held.	Balance due on calls made.
				$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Chester Draper, President Port Whitby Harbour Co.	Whitby	[Seal.]	200	10,000 00	1,000 00		10,000 00	3,000 00
Joseph Bigelow	Port Perry	James Dryden	200	10,000 00	800 00	2,000 00	8,000 00	2,400 00
Aaron Ross	do				800 00		2,000 00	
Total amount Shares subscribed			400					
Total amount Stock subscribed				20,000 00				
Total amount Stock paid up					2,600 00			
Total amount Stock transferred						2,000 00		
Total amount Stock held							20,000 00	
Total amount Stock due on calls made								5,400 00
Total amount Stock not called in								12,000 00

(Copy.) C 3.

STATEMENT of Bonus Debenture Account, Port Whitby and Port Perry Railway Company.

	$ cts.	$ cts.
Township of Reach	30,000 00	
Do Scugog	2,000 00	
Do Whitby	15,000 00	
Town of Whitby	50,000 00	
Town of Whitby, Stock Debenture	97,000 00	
	9,000 00	
Disposed of for purpose of Railway	106,000 00	
Balance on hand specially appropriated for the purchase of iron		15,000 00
		91,000 00
	106,000 00	106,000 00
Balance brought down	91,000 00	
Paid in cash on balance due for iron	6,000 00	
Cost of iron for 21 miles with fish plates, bolts, &c.		97,000 00
	97,000 00	97,000 00

I certify that the above statement is correct.

W. A. LAW,
Secretary & Treasurer.

(Copy.) C 4.

STATEMENT of First Mortgage Bonds, Port Whitby and Port Perry Railway Company.

	$ cts.	$ cts.
Authorized by Act of Incorporation	160,000 00	
Paid J. H. Dumble, Contractor		63,000 00
Held for completion of contract		37,000 00
Held and deposited as security for $39,500		60,000 00
Total	160,000 00	160,000 00

I certify that the above statement is correct.

W. A. LAW,
Secretary & Treasurer.

(Copy.)

C 5.

FINANCIAL STATEMENT.

Port Whitby and Port Perry Railway Company.

	$ cts.	$ cts.		$ cts.	$ cts.
To cost of construction as per J. H. Dumble contract...	290,000 00		By cash paid J. H. Dumble on account of contract.....	38,000 00	
To estimated cost of Right of Way	25,000 00		By first Mortgage Bonds paid do	63,000 00	
Do Port Perry Docks	10,000 00		By cash paid C. E. English, assignee of J. H. Dumble on contract	9,000 00	
Do Making roadway and grounds in Port Whitby Harbour	7,500 00		Do and Municipal Bonds to pay for iron	97,000 00	
Do Engineering expenses.....	2,000 00		Do paid ont for construction since Company resumed contract	15,059 50	
Do Telegraph construction.....	400 00		Do on account of Right of Way to 31st Dec., 1871...	15,478 77	
Do Engine House, Port Perry	800 00		Do paid Engineering expenses and survey.....	1,811 78	
Do Preliminary expenses	7,500 00		Do do on account of Port Perry Docks....	4,784 44	
		343.200 00	Do do do construction of Engine House, Port Perry.....	750 00	
			Do do A. E. Munson on account of making roadway and grounds at Port Whitby Harbour.	3,500 00	
			Do do on account Telegraph construction.....	150 00	
			Do do preliminary expenses	6,615 13	
					255,149 62
			By balance to complete works.....		88,050 38
		343,200 00			343,200 00
To balance t be provided for out of assets		88,050 35	Assets for completion of road without Rolling Stock :—		
			By balance due on original stock (considered good)...	45,897 50	
			Less "Town of Whitby" stock transferred to contractor for purchase of iron.....	9,000 00	
					36,897 50
			By Class "B" stock—balance due		17,400 00
			By Bond of the Port Whitby Harbour Company for bonus		10,000 00
			By First Mortgage Bonds in hand for contractors.....		37,000 00
					101,297 50
			Total assets for the payment of $88,050 35.		
			Amount yet required to complete road without Rolling Stock.....		101,297 50
			Amount required for Rolling Stock		80,000 00

W. A. Law, *Secretary & Treasurer.*

(Copy.) C 6.

PORT WHITBY & PORT PERRY RAILWAY COMPANY.

Amount required for Rolling Stock, $80,000.

W. A. LAW,
Secretary & Treasurer.

Memo: C 7.

Contract with J. H. Dumble, to build and complete the Port Whitby and Port Perry Railway from a point at or near the National Hotel at Whitby Harbour to the foot of Queen Sreet, Port Perry, for the sum of $290,000.

Dated the 14th day of September, 1869.

Memo: C 8.

Supplementary contract with C. E. English.

Dated Whitby, 17th April, 1871.

(Copy.) "D"

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, Feb. 5th, 1872.

SIR—With reference to the petition of the "Port Whitby and Port Perry Railway Company" for aid under the Railway Act, I have the honour to inform you that, apart from other questions, the Government experiences a difficulty with reference to their application, from the fact that it appears doubtful to them whether, as a matter of law, the company makes a case within the provision of the Statute having regard to the contracts for construction entered into by them anterior to 7th December, 1870.

I would suggest that that question should be brought up before the courts in the same manner as in the case of the Nipissing Railway Company.

I have the honour to be, Sir,
Your obedient Servant,
P. GOW,
Secretary.

The President,
"Port Whitby and Port Perry Railway Company,"
Whitby.

PAPERS

Respecting the "Midland Railway Company's" application for aid, Presented to the Legislative Assembly by command of His Excellency the Lieutenant-Governor.

TORONTO, 7th February, 1872.

SCHEDULE OF CORRESPONDENCE AND DOCUMENTS.

5th April, 1871...A—Letter of X. Thompson, Township Clerk of Tiny, with Petition.
6th " ...B—Letter of H. Covert, President, to Provincial Secretary.
12th " ...C—Letter of F. J. R. Grant, Village Clerk of Orillia, with Petition from Township and Village of Orillia.
20th " ...D—Petition of Township of Tay.
24th " .. E—Letter of H. O'Dell, Township Clerk of Mara, with Petition.
6th Sept., 1871...F—Letter from Joseph Gray, Secretary, to Provincial Secretary, with Documents.
1. Certified copy of By-law of Orillia Village.
2. Certified copy of By-law of Orillia Township.
3. Chief Engineer's Report.
4. Prospectus.
5. Petition.

G—Certified copy of By-law of Township of Tay.
29th Nov., 1871....H—Letter from Joseph Grey, Secretary, to Attorney-General Macdonald.
Dec. " ...I—Report of S. P. Mabee.
23rd Jany., 1872...J—Letter of Provincial Secretary to D'Arcy Boulton.
26th " ...K—Letter from D'Arcy Boulton to Provincial Secretary
29th " ...L—Acknowledgement of same.
30th " ...M—Letter from Provincial Secretary to President of Company.
1st Feby., 1872...N—Letter from President of Company to Provincial Secretary.

"A."

PENETANGUISHENE, April 5th, 1871.

YOUR EXCELLENCY,—I have the honour to forward to you the enclosed petition by order of the Council of the Municipality of the Township of Tiny (in the County of Simcoe).

Yours truly,

XAVIER THOMPSON,
Township Clerk.

To His Excellency,
W. P. Howland,
Toronto.

To His Excellency the Lieutenant-Governor in Council, etc., etc.

The Municipality of the Township of Tiny humbly petition the Government of Ontario to grant a subsidy to the Midland Railway of Canada, under the Railway Aid Act of last session, to assist in the construction and extension of the Midland Railway, from Beaverton to the Georgian Bay on Lake Huron; said extension will receive the cordial support of this section of country as most conducive to their best interests.

Your petitioners as in duty bound will ever pray.

LOUIS COLLOMBES, *Reeve.*
GEORGE CLARK, *Deputy Reeve,*

April 4th, 1871, [L.S.]

XAVIER THOMPSON,
Clerk of the Township of Tiny

"B."

MIDLAND RAILWAY OF CANADA,
HEAD OFFICE,
PORT HOPE, 6th April, 1871.

To the Honourable M. C. Cameron,
Provincial Secretary, &c., &c., Toronto.

SIR,—The Midland Railway of Canada hereby respectfully apply to His Excellency in Council, for an appropriation under the Act in "aid of railways," for aid to extend their line from Beaverton to the Georgian Bay, as authorized by their charter.

The company will at an early day furnish the plans, also the evidence called for by the said Act, of the ability of the company to commence and complete the said extension.

I have the honour to be, Sir,
Your obedient servant,
H. COVERT,
President, M. Ry.

"C."

ORILLIA, 12th April, 1871.

I have the honour to enclose two petitions for Government aid to the extension of the Midland Railway to the Georgian Bay from Beaverton—from the municipalities of the Township and Village of Orillia.

I have the honour to be.
Sir,
Your obedient Servant,
F. J. R. GRANT,
Village Clerk.

To the Honourable W. P. Howland.
Lieut.-Gov., Province of Ontario.

To His Excellency the Lieut.-Governor of the Province of Ontario in Council.

The Petition of the Municipal Council of the Village of Orillia in the County of Simcoe

SHEWETH:

That your Petitioners are desirous that every possible aid and assistance should be given to the Midland Railway Company, to enable them to carry on the construction and

extension of their line from Beaverton, in the County of Ontario, to the Georgian Bay, in the County of Simcoe.

That your petitioners feel that the said railway company are entitled to such aid as the construction of their line will be of vital importance to your petitioners and to the country through which their line will pass, which is as yet wholly unsupplied with railway communication, and the municipalities along their proposed route ill able to supply sufficient aid to said company to enable them to complete their undertaking without Government aid.

Your petitioners therefore pray that a subsidy may be granted to the said Midland Railway Company under the Railway Aid Act of the last Session of the Legislative Assembly of Ontario, for the purpose of enabling them to construct and extend their line from Beaverton to the Georgian Bay.

And your petitioners, etc. etc.,

JAMES QUINN,
Reeve.

FREDERICK JOHN ROBERT GRANT,
Clerk of the Corporation.

Council Room, 8 April, 1871.

To the Honourable William P. Howland, C.B., Lieutenant-Governor of Ontario, etc., etc., in Council.

The petition of the Council of the Corporation of Orillia, comprising the Townships of Orillia and Matchedash,

RESPECTFULLY SHEWETH:

That the extension of the Midland Railway of Canada, from Beaverton through the Townships of Mara, Orillia, Medonte and Tay, to the Georgian Bay on Lake Huron, will be most conducive to the best interests of this part of the Province, and will receive the cordial support of this section of country.

Your petitioners therefore earnestly request that a subsidy be granted under the Railway Aid Act of last Session to the said Midland Railway, to assist in the construction of the said extension from Beaverton to the Georgian Bay.

And your petitioners as in duty bound will ever pray, etc.

Orillia, April 10th, 1871.

THOS. P. CAMPBELL,
Reeve.

BASIL R. ROWE,
Clerk.

"D."

To His Excellency the Lieutenant-Governor in Council of the Province of Ontario.

The municipality of the Township of Tay humbly petition the Government of Ontario to grant a subsidy to the Midland Railway of Canada, under the Railway Aid Act of last session to assist in the construction and extension of the Midland Railway from Beaverton to the Georgian Bay on Lake Huron. Said extension will receive the cordial support of this section of the country as most conducive to their best interests.

Your petitioners as in duty bound will ever pray.

SAMUEL FRAZER,
Reeve.

CHARLES ROSS, [L.S.]
Township Clerk.

Township of Tay, April 20th, 1871.

"E."

ATHERLEY, April 24th, 1871.

To His Excellency the Lieutenant-Governor of the Province of Ontario.

I have the honour to enclose the Petition of the municipal council of the Township of Mara, in the County of Ontario, hoping the same may receive your Excellency's favourable consideration.

I have the honour to remain, Sir,
Your obedient servant,
H. E. O'DELL,
Township Clerk, Township Mara.

Petition of Township of Mara, dated 22nd April, same as that from Village of Orillia.

"F."

MIDLAND RAILWAY OF CANADA.
SECRETARY'S OFFICE,
PORT HOPE, 6th September, 1871

DEAR SIR,—Please find enclosed five documents from the Midland Railway of Canada.

No. 1. Certificate of By-law, Orillia Village;
" 2. " " " Township;
" 3. Chief Engineer's Report;
" 4. Prospectus;
" 5. Petition;

which I forward you by order of the President of this railway company.

I have the honour to remain, dear Sir,
Your most obedient servant,
JOS. GRAY,
Secretary.

To the Hon. M. C. Cameron,
Provincial Secretary, Ontario.

1.

I do hereby certify that the annexed is a true copy of a by-law passed by the Municipal Corporation of the Village of Orillia, to be submitted to the public vote of the people, and that the same was, on the day named in the by-law, voted on and carried by a majority of Sixty three.

Dated this nineteenth day of August, A. D., 1871.

FREDK. JNO. BORT. GRANT.
Clerk of the Village of Orillia.

By-Law No. 36.—To provide for the issue of debentures to the amount of $12,500 in aid of the extension of the Midland Railway of Canada from Beaverton to Munday's Bay, Georgian Bay.

Whereas the extension and completion of the Midland Railway of Canada from Beaverton, passing through the Village of Orillia, would be of manifest benefit and advantage to this municipality, and greatly conduce to the profit and prosperity of the inhabitants;

And whereas it is evident that the said railway will not be so extended or completed without the aid and assistance of the municipalities through which it may pass, and it is desirable that such aid should be afforded by this municipality to the extent of twelve thousand five hundred dollars, by way of bonus, as hereinafter provided;

And whereas it is necessary to create a debt of this municipality to the said amount of twelve thousand five hundred dollars, for the purpose aforesaid, by the issue of debentures to that amount; and whereas the only existing debt owing by this municipality is the sum of nine hundred dollars for the addition to the school-house of said village, and of a sum of $12,500 by way of bonus to the Toronto, Simcoe and Muskoka Junction Railway; but there are no arrears, either for principal or interest, due on either of such debts;

And whereas the total amount required to be raised annually by special rate for paying the said debt and interest thereon, as hereinafter provided, is $1,375;

And whereas the amount of the whole rateable property of this municipality, according to the last revised assessment roll, being the roll for the year of our Lord 1870, was $183,045;

And whereas an annual special rate of seven mills and six-tenths of a mill on the dollar upon the whole rateable property of this municipality, will be necessary and required for paying the interest and forming an equal yearly sinking fund for paying off the principal of the said debt within the period of twenty years hereinafter limited in that behalf, according to the provisions of the Act passed in the Session of Parliament, held in the twenty-ninth and thirtieth years of Her Majesty's reign, entitled, "An Act respecting the Municipal Institutions of Upper Canada;"

Be it therefore ordained and enacted by the Council of the Corporation of the Village of Orillia, and it is hereby ordained and enacted by the authority of the same, as follows:—

I. This by-law shall come into effect on, upon, and from and after the 1st day of July, 1871.

II. It shall be the duty of the reeve of this municipality, and he is hereby authorized and required to issue, or cause to be issued, debentures of this municipality, to an amount not exceeding in the whole the sum of $12,500, in sums not less than $100 each, bearing interest at the rate of six per cent. per annum, and made payable on the 1st day of July, which will be in the year of our Lord 1891.

III. That the said debentures shall respectively be sealed with the seal of the corporation and signed by the Reeve and countersigned by the reasurer of the municipality, and shall bear date respectively on the day on which this by-law shall take effect, and shall be made payable to the bearer thereof respectively.

IV. That there shall be attached to the said debentures coupons for the payment of the said interest half-yearly during the currency of the said debentures, which coupons shall be payable at the office of the Bank of Montreal, at Toronto, on the first day of July, and the first day of January in each year.

V. That it shall be the duty of the reeve for the time being, by the order and with the sanction of the council, expressed by resolution to that effect, to advance and transfer the said debentures, by way of bonus, to the said Midland Railway of Canada, at such times and in such sums or amounts as may be deemed most conducive to the object in view, to be by the said railway company pledged, hypothecated, sold or converted into money, to be used and expended by the said railway company in constructing, extending and completing the said railway from Beaverton to Munday's Bay, Georgian Bay.

VI. It shall also be the duty of the reeve, with the sanction of this council, expressed as aforesaid, for and on behalf of this municipality, to take from the said railway company such security as may be agreed upon for the due application of the said debentures and the proceeds thereof, in and about the construction and extension of the said railway as aforesaid.

VII. That for the purpose of forming a sinking fund for the payment of the said debentures by this municipality, and the interest to become due thereon at the rate aforesaid, a special rate of seven mills and six-tenths of a mill on the dollar shall, in addition to all other rates, be raised, levied and collected in each year upon all the rateable property in the said municipality during the continuance or currency of the said debentures or any of them.

VIII. The said sinking fund and special rates, and the proceeds thereof, shall be applied solely to the payment of such debentures and the interest thereon, until such debentures and interest shall be fully paid and satisfied.

And whereas it is necessary that the foregoing by-law should receive the assent of the electors of this municipality before the final passing thereof, and that this council should by this by-law fix the day and hour and place or places for taking the votes of the said electors, and should also name a returning officer or officers to take the votes of the electors at such place.

Be it therefore enacted and ordained that the said votes shall be taken on Monday, the 12th day of June, now next ensuing, at Temperance Hall, in the said Village of Orillia, at the hour of 9 o'clock in the forenoon, closing at 5 o'clock in the afternoon, and that Frederick John Robert Grant, Clerk to the Corporation of the said Village of Orillia, shall be the returning officer for taking the said votes.

2.

(Copy.)

A By-law to provide for the issue of debentures, to the amount of twelve thousand five hundred dollars, in aid of the extension of the Midland Railway of Canada from Beaverton to the Georgian Bay.

July 1st, 1871.

Whereas the extension and completion of the Midland Railway of Canada from Beaverton, passing through the Township of Orillia, would be of manifest benefit and advantage to this municipality, and greatly conduce to the profit and prosperity of its inhabitants:

And whereas it is evident that the said railway will not be so extended or completed without the aid and assistance of the municipalities through which it may pass, and it is desirable that such aid be afforded by this municipality to the extent of twelve thousand five hundred dollars by way of bonus as hereinafter provided;

And whereas it is necessary to create a debt of this municipality to the said amount of twelve thousand five hundred dollars for the purpose aforesaid, by the issue of debentures to that amount;

And whereas there is no existing debt owing by this municipality, nor any amount due or in arrears either for principal or interest of any such debt:

And whereas the total amount required to be raised annually by special rate for paying the said debt and interest thereon, as hereinafter provided is one thousand three hundred and seventy-five dollars.

And whereas the amount of the whole ratable property of this municipality, according to the revised assessment roll, being roll for the year one thousand eight hundred and seventy-one, was $207,385;

And whereas an annual special rate of six and six-tenths mills upon the dollar upon the whole ratable property of this municipality will be necessary and required for paying the interest, and forming an equal yearly sinking fund sufficient for the paying off the principal of the said debt within the period of twenty years hereinafter limited in that behalf according to the provisions of the Act passed in the Session of Parliament held in the twenty-ninth and thirtieth year of Her Majesty's reign, entitled "An Act respecting the Municipal Institutions of Upper Canada;

Be it therefore ordained and enacted by the Council of the Corporation of the Township

of Orillia, (comprising the united Townships of Orillia and Matchedash,) and it is hereby ordained and enacted by authority of the same, as follows :—

1. This by-law shall come into effect upon and from and after the first day of July in the year of our Lord one thousand eight hundred and seventy-one.

2. It shall be the duty of the reeve of this municipality, and he is hereby authorized and required to issue or cause to be issued debentures of this municipality to an amount not exceeding in the whole the sum of twelve thousand five hundred dollars, in sums not less than one hundred dollars each, bearing interest at the rate of six per cent. per annum, and made payable on the first day of July, which will be in the year of our Lord one thousand eight hundred and ninety-one.

3. The said debentures shall respectively be sealed with the seal of this corporation, and signed by the reeve and countersigned by the treasurer of this municipality, and shall bear date respectively on the day on which this By-law shall take effect, and shall be made payable to the bearers thereof, respectively.

4. There shall be attached to the said debentures coupons for the payment of the said interest half-yearly, during the currency of the said debentures, which coupons shall be payable at the office of the Bank of Montreal, at Toronto on the first day of July and the first day of January, in each year.

5. It shall be the duty of the reeve, for the time being, by the order and with the sanction of this council, expressed by resolution to that effect, to advance and transfer the said debentures, by way of bonus, to the said the Midland Railway of Canada, at such times and in such sums or amounts as may be deemed most conducive to the object in view, to be by the said railway company pledged, hypothecated, sold, or converted into money, to be used and expended by the said railway company in constructing, extending, and completing the said railway from the Narrows of Lake Simcoe to the Georgian Bay.

6. It shall be the duty of the reeve, with the sanction of this council, expressed as aforesaid, for and on behalf of this municipality, to take from the said railway company such security as may be agreed upon for the due application of the said debentures, and the proceeds thereof in and about the construction of the said railway as aforesaid, said money to be expended within the municipality.

7 That for the purpose of forming a sinking fund for the payment of the said debentures by this municipality, and the interest to become due thereon at the rate aforesaid, a special rate of six and six-tenths mills on the dollar shall, in addition to all other rates, be raised, levied and collected in each year upon all the ratable property in the said municipality, during the continuance or currency of the said debentures or any of them.

8. The said sinking fund and special rate, and the proceeds thereof, shall be applied solely to the payment of such debentures and the interest thereon until such debentures and interest shall be fully paid and discharged.

And whereas it is necessary that the foregoing by-law should receive the assent of the electors of this municipality before the final passing thereof, and that this Council should by this By-law fix the day, and hour and place, for taking the votes of the said electors, and should also name a returning officer to take the votes of the said electors at such place :

Be it therefore enacted and ordained, that the said votes shall be taken on Saturday, the 10th day of June, now next ensuing, at the school-house of No. one section Orillia, commencing at 9 o'clock in the forenoon, and closing at 5 o'clock in the afternoon, and that Basil R. Rowe, clerk of the municipality, shall be the returning officer for the purpose of taking such votes.

This is to certify that the foregoing By-law is a true copy of a by-law adopted by the Municipal Corporation of the United Townships of Orillia and Matchedash, to be submitted to the vote of the electors; and that on the day named in the by-law namely, the 10th day of June last, the vote of the electors was taken thereon, and a majority of nineteen votes was polled in favour of the by-law.

Dated this 23rd day of August, 1871.

BASIL R. ROWE,
Clerk of the Municipality of the United Townships of Orillia and Matchedash.

3.

CHIEF ENGINEER'S OFFICE,

MIDLAND RAILWAY OF CANADA,
April 25th, 1871.

To Henry Covert, Esquire, President.

SIR,—I beg to submit the following estimate of the cost of constructing the proposed extension of the Midland Railway from the Village of Beaverton to Munday's Bay, Lake Huron:—

The estimate is based upon data obtained from surveys made by the late John W. Tate, Esq., of the proposed route, and also from surveys made by myself during the past year.

I have divided the route into two sections, the first extending from Beaverton, passing through the Village of Atherly, and continuing thence to St. John's Lake.

The second section commences at the Village of Atherly, passing through the Village of Orillia; thence to Munday's Bay, touching at the heads of Sturgeon and Victoria Bays. The first section is twenty-three miles long, and presents a surface in every respect very favourable for the construction of a railway.

Section No. 2, is about twenty-two miles in length; upon the whole it is a favourable section of country for the construction of a railway.

I am sir, your obedient servant,

GEO. A. STEWART,
Chief Engineer, M. R. R.

ESTIMATE OF SECTION NO. 1.

From Beaverton to St. John's Lake—Distance 23 miles.

Quantities.	Designation.	Rate.	Amount.
		$ cts.	$ cts.
184 Acres.....	Right of Way	40 00	7,360 00
100 do	Chopping and Clearing.....	15 00	1,500 00
50 do	Grubbing.....	60 00	3,000 00
14,720 Rods.....	Fencing	1 00	14,720 00
138,000 Yards.....	Excavation	0 25	34,500 00
46,000	Ties.....	0 20	9,200 00
2,300 Tons.....	Iron.....	50 00	135,000 00
	Ballast	.....	10,000 00
	Cattle Guards and Culverts.....	.....	2,000 00
	Bridging	.....	10,000 00
	Track laying.....	.....	6,900 00
	Station Buildings,&c.....	.....	5,000 00
	Sign Boards, Gates.....	.....	2,000 00
			241,180 00
	Add Engineering and Contingencies.....		24,118 00
	Total		265,298 00

ESTIMATE OF SECTION No. 2.

From Atherly to Mundy Bay—Distance 32 miles.

Quantities.	Designation.	Rate.	Amount.
		$ cts.	$ cts.
256 Acres	Right of Way	30 00	7,680 00
200 do	Chopping and Clearing	15 00	3,000 00
100 do	Grubbing	60 00	6,000 00
20,480 Rods	Fencing	00 70	14,336 00
480,000 Yards	Excavation	00 25	120,000 00
64,000	Ties	00 20	12,800 00
3,200	Tons of Iron	50 00	160,000 00
	Ballast		15,000 00
	Cattle Guards and Culverts		4,000 00
	Bridging		30,000 00
	Track laying		9,600 00
	Station Building, &c		10,000 00
	Sign Boards, Gates		3,000 00
			395,416 00
	Add for Contingencies &c		39,541 60
	Total		434,957 60
	Total of Section No. 1		265,298 00
	do do No. 2		434,957 60
	Grand Total		700,255 60

(4.)

PROSPECTUS.

Draft for Consideration—Private.

Midland Railway Company of Canada. Issue of first preference Consolidated Mortgage bonds at £87.10.0 per £100 bond; interest, 6 per cent. per annum, payable half-yearly in London.

Deposit on application	£ 5. 0.	pr £100 bond.
Payment on allotment	15. 0.	" "
By subsequent monthly instalments	67.10.	" "
Total	£87.10.	

Directors:

Henry Covert, Esq., Cobourg, Ont, President.
William Cluxton, Esq., Peterborough, Vice-President.
Lewis Moffatt, Esq., Toronto.
Hon. Sidney Smith, Member of the Legislative Assembly, Port Hope.
Col. D. E. Boulton, Cobourg, Managing Director.

Auditor:

John Smart, Esq., Manager of the—Bank, Port Hope.

Secretary:

Mr. Joseph Gray, Port Hope, Durham County, Ont.

Bankers:

In Canada: Bank of Montreal.
In London: Messrs. Glyn, Mills, Currie & Co.

London Agents:

Messrs. Fesser, Uhthoff & Co.

Messrs. Fesser, Uhthoff & Co. are instructed to receive subscriptions for £235,000. First Preference Consolidated Mortgage Bonds of the Midland Railway Company of Canada, bearing interest at 6 per cent. per annum, payable half-yearly in London, and redeemable at par by annual drawings commencing in 1873, and extending over 30 years.

These bonds form part of a total issue of £335,000 authorized by Act of the Legislative Assembly of the Province of Ontario, passed on the 30th January, 1871, and required for the purpose of cancelling all classes of existing bonds and paying off floating debts incurred in constructing extensions recently opened for traffic.

The £100,000 balance of the authorized amount will only be issued in respect of intended further extensions of the company's line to St. John's Lake and Georgian Bay (about 55 miles), and then only *pro rata* as the works of the new line are carried on and certified to the satisfaction of the London agents of the company.

These bonds are under the Act above mentioned expressly declared to be the first charge upon the undertaking and property of the company, real and personal, and all extensions thereof, (all previous issues being cancelled) subject only to annual payments in respect of advances made before the passing of the Act by townships through which the railway is carried and which are certified not to exceed £2,200 per annum.

The Midland Railway of Canada is 90 miles in length, extending from Port Hope on Lake Ontario to Millbrook and Lindsay, and to Beaverton on Lake Simcoe, and from Millbrook to Peterborough and Lakefield. The greater part of these lines has been in active work for many years, but the portion between Lindsay and Beaverton was only opened for traffic in December, 1870.

The company possesses large station grounds, workshops and shipping accommodation at Port Hope, from whence an enormous quantity of deals and timber brought down by the line, is shipped to Oswego for Albany, the great timber market of the United States.

The paid up share capital of the company is £175,000 and additional sums have been from time to time paid in as bonuses or free grants by the townships along the line.

The affairs of the company were carefully examined in Canada in May, 1870, by Mr. Charles Burt, of the firm of Bircham and Co., Parliament Street,) and the results of his examination are embodied in a report, which can be seen at the office of that firm.

From this report it appears that the gross earnings of 1869 (when 67 miles only were in operation) were £47,000, and the net revenue available for interest and dividend £22,354, and the subsequent returns for 1870 show gross earnings £50,043, and net revenue £24,050.

It is estimated that with 23 miles more in work the net revenue available for interest and dividend for the current year will be upwards of £28,000.

The total charge for interest on the present issue of £235,000 will be	£14,100
Add for sinking fund 2 per cent.....	4,700
	£18,800

So that the interest and principal will be abundantly secured.

The proposed extension to St. John's Lake and Georgian Bay are estimated to cost about £150,000 towards which grants from townships and aid from the Government out of the surplus revenue under an Act passed in February, 1871, are expected to be obtained.

The extensions will open up a large extent of country, yielding traffic which would pass over the whole line.

The produce of the vast forests around Georgian Bay is now shipped to Chicago and other western ports, or sent by circuitous route to Toronto and thence transhipped for Albany and Quebec.

The proposed line of this company will serve many of the principal saw mills, and carry the traffic at much less cost direct to Port Hope.

It is estimated by the directors, upon data which are given in Mr. Burt's report, that the additional earnings from this new line would be over £40,000 per annum.

It may be, therefore, safely assumed that the £8,000 per annum required for interest and sinking fund for the additional £100,000 when issued would be fully covered by the additional net revenue.

The value in the London market of the 6 per cent. first mortgage bonds of other railways in Canada is as follows:—

10th March, 1871.	Grand Trunk of Canada	94 to 95
	Great Western of Canada	97½ to 98½
	Atlantic and St. Lawrence	90 to 92
	Northern of Canada	91 to 93

The bonds now offered will, at the price of issue, and taking into account the sinking fund, yield an interest of £7 7s. per annum.

The payments for interest and sinking fund are agreed to be provided for by half-yearly payments to Messrs. Glyn, Mills, Currie & Co., direct.

The Acts of the Legislature above mentioned, Mr. Burt's Report, the form of bond, and other documents can be inspected at the offices of Messrs. Bircham & Co., No. 7, Parliament Street, Westminster.

Applications should be made in the annexed form, accompanied with a cheque for the deposit.

If no allotment is made the deposit will be returned in full, and if any amount, payable on allotment or any subsequent instalment, is not duly met, the previous payments will be liable to forfeiture.

Payments may be made in anticipation of instalments, and *interim* interest will be allowed thereon at 5 per cent. per annum.

March, 1871.

MIDLAND RAILWAY OF CANADA.

PORT HOPE, 4th September, 1871.

STATEMENT of Traffic Receipts for month ending August 31st, 1871.

	Number.	Amount.
		$ cts.
Passengers	6,875	5,541 57
Mails		273 86
Timber	379,836	9,828 18
Lumber	12,625,500	18,520 33
Shingles	1,575	262 00
Wheat	7,069	288 08
Coarse Grains	48	2 88
Flour	2,306	323 56
Potash	23	22 95
Pork		
Pickets and Posts	30	340 00
Live Stock	15	317 00
Liquors	60	0 90
Butter	22,950	34 13
Hogs in Carcase		
General Freight	236,325	4,363 52
Total		40,118 96
Month ending 31st August, 1870		33,469 48
Month's Increase		6,649 48
Total traffic from ——— to date		180,217 49
Do for same period last year		159,926 62
Increase to date		20,290 87

(5.)

To His Excellency the Lieutenant-Governor of Ontario in Council:

The Memorial of the Midland Railway of Canada.

HUMBLY SHEWETH:

That your memorialists have located a line of extension of their railway from the present terminus at Beaverton to Atherley, St. John Lake, and across the Narrows of Lake Simcoe, through Orillia, crossing the Coldwater River at Coldwater, touching at Matchedash and Hogg Bays, and terminating at Munday's Bay, Georgian Bay, within two miles of Penetanguishene, with a view of extending railway facilities to that country and the North Shores of Lake Huron, and to the Government works, and unoccupied lands to and through which the railway will pass.

The railway, for purposes of construction, is divided into three sections:

1st. Beaverton through Atherley to St. John Lake ....23 miles.
2nd. Atherley to Matchedash Bay .....19 miles.
3rd. Matchedash Bay to Munday's Bay .....13 miles.

Being a total of fifty-five miles of extension exclusive of sidings.

Government aid for this extension has been petitioned for by every township through which this railway will pass and several other townships interested indirectly.

At the last session of the Legislative Assembly of the Province of Ontario, the Midland Railway obtained authority to consolidate their debts and call in all outstanding debentures issued by the railway, and to provide the sum of £100,000 sterling for the purposes of the said

extension. The whole to be covered by one issue of mortgage bonds to the extent of £335,000 sterling, secured upon the entire property of the company existing already, as well as that to be created and acquired. In corroboration of which reference is made to the statute of the Province relating thereto.

In pursuance of that Act, the total amount of bonds contemplated have been issued under a prospectus, a copy of which is hereto attached.

The debts of the company referred to have been paid, and the outstanding old bonds to the amount in full of £235,000 sterling, have been satisfied, called in and cancelled. The reserve of one hundred thousand pounds sterling is held in the hands of Messrs. Glyn, Mills, Currie & Co., of London, for the sole purposes of the construction of the said extension, as appears by the following resolution, unanimously passed by the Board of Directors, on the 14th day of July, A. D. 1871, in words following, *viz:*

"*Resolved*, That the Secretary be instructed to direct W. J. Buchanan, Manager of the Bank of Montreal, in Toronto, to forward to Messrs. Glynn, Mills, Currie & Co., of London, the £100,000 sterling, Mortgage Bonds of the Midland Railway now in his hands for safe keeping; and that the Secretary be further instructed to write Messrs. Glyn, Mills, Currie & Co., advising them thereof, and directing these gentlemen to hold these bonds subject to the orders of the company, and subject further to such continued arrangements as were made by Messrs. Fesser, Uthoff & Co., in accordance with the prospectus issued, by which the proceeds of these bonds were to be applied to the extension of the company's works."

On the same it was further *Resolved*,—

"That it is the policy and intention of the newly-constituted Board of Directors to proceed, with the utmost despatch, with the extension of the road to Georgian Bay as contemplated by the company, and that the location of the line of extension from Beaverton be proceeded with promptly, and the right of way acquired under the order of the President."

Your memorialists further represent that the Township of Tay has granted a bonus to the company, for the extension, of	$ 25,000 00
The United Townships of Orillia and Matchedash, a bonus of	12,500 00
The Village of Orilia, a bonus of	12,500 00
Total bonus	$ 50,000 00
The estimated cost of the railway complete is	$700,000 00

The assets available for the extension are:—

First Mortgage Bonds aforesaid, £100,000 sterling, at a sale of 85 Proceeds	$420,000 00
Bonus as above	50,000 00
Government Aid for 1st Section	69,000 00
" " 2nd "	76,000 00
" " 3rd "	52,000 00
Total	$667,000 00

This exhibits a small deficiency which will be made up by additional bonuses, and by the shareholders.

Your memorialists pray that it may please your Excellency in Council to approve of the extension aforesaid, and to set apart the sum of $197,000 under the Act of last session of the Province of Ontario, to assist in the construction of this important railway extension to the northern waters.

And your petitioners, as in duty bound, will ever pray,

[L.S.] D. E. Boulton,
President.

"G."

By-Law No. 40.—To provide for the issue of debentures, to the amount of twenty-five thousand dollars, in aid of the extension of the Midland Railway of Canada from Beaverton to Mundy Bay, on the Georgian Bay.

Whereas the extension and completion of the Midland Railway of Canada from Beaverton, passing through the township of Tay, would be of manifest benefit and advantage to this municipality, and greatly conducive to the profit and prosperity of its inhabitants.

And whereas it is evident that the said railway will not be so extended or completed without the aid and assistance of the municipalities through which it may pass, and it is desirable that such aid should be afforded by this municipality to the extent of twenty-five thousand dollars by way of bonus as hereinafter provided.

And whereas it is necessary to create a debt of this municipality to the said amount of twenty-five thousand dollars for the purpose aforesaid, by the issue of debentures to that amount.

And whereas there is no existing debt owing by this municipality, nor any amount due or in arrears, either for principal or interest on any such debt.

And whereas the total amount required to be raised annually, by special rate, for paying the said debt, and interest thereon, as hereinafter provided, is two thousand seven hundred and fifty dollars.

And whereas the amount of the whole ratable property of this municipality, according to the last revised assessment roll, being the roll for the year of our Lord one thousand eight hundred and seventy, was one hundred and eighty-one thousand two hundred and eighty dollars ($181,280).

And whereas an annual special rate of one and a-half cents and two-tenths of a mill on the dollar, upon the whole ratable property of this municipality, will be necessary and required for paying the interest, and forming an equal yearly sinking fund, sufficient for paying off the principal of the said debt, within the period of twenty years hereinafter limited in that behalf, according to the provisions of the Act passed in the Session of Parliament held in the twenty-ninth and thirtieth years of Her Majesty's reign, entitled "An Act respecting the Municipal Institutions of Upper Canada": Be it therefore ordained and enacted by the Council of the Corporation of the Township of Tay, and it is hereby ordained and enacted by authority of the same, as follows:—

1. This By-Law shall come into effect upon and from and after the first day of July, in the year of our Lord 1871.

2. It shall be the duty of the Reeve of this municipality, and he is hereby authorized and required to issue debentures of this municipality to an amount not exceeding in the whole the sum of twenty five thousand dollars in sums not less than one hundred dollars each, bearing interest at the rate of six per cent per annum, and made payable on the first day of July, which will be in the year of our Lord 1891.

3. The said debentures shall respectively be sealed with the seal of this Corporation, and signed by the Reeve, and countersigned by the Treasurer of this municipality, and shall bear date respectively on the day on which this by-law shall take effect, and shall be made payable to the bearer thereof respectively.

4. There shall be attached to the said debentures coupons for the payment of the interest half-yearly during the currency of the said debentures, which coupons shall be made payable at the office of the Bank of Montreal at Toronto, on the first day of July and the first day of January in each year.

5. It shall be the duty of the Reeve for the time being by the order and with the sanction of this Council, expressed by resolution to that effect, to advance and transfer the said debentures, by way of bonus, to the said the Midland Railway of Canada, at such times and in such sums or amounts as must be deemed most conducive to the object in view, to be by the Railway Company pledged, hypothecated, sold or converted into money, to be used and expended by the said railway company in constructing, extending and completing the said railway through the Township of Tay to Mundy Bay.

6. It shall also be the duty of the Reeve, with the sanction of this Council expressed as aforesaid, for and on behalf of this municipality to take from the said railway company such

security as may be agreed upon for the due application of the said debentures and the proceeds thereof in and about the construction and extension of the said railway aforesaid.

7. That for the purpose of forming a sinking fund for the payment of the said debentures by this municipality, and the interest to become due thereon, at the rate aforesaid, a special rate of one and one-half cents and two-tenths of a mill on the dollar shall, in addition to all other rates, be raised, levied and collected in each year on all the ratable property in the said municipality during the continuance or currency of the said debentures, or any of them.

8. The said sinking fund and special rates, and the proceeds thereof, shall be applied solely to the payment of such debentures, and the interest thereon, until such debentures and interest shall be fully paid and discharged.

And whereas it is necessary that the foregoing by-law should receive the assent of the electors of this municipality before the final passing thereof, and that this Council should, by this by-law, fix the day and hour, and place or places for taking the votes of the said electors, and should also name a returning officer or officers to take the votes of the said electors at (every) such place: Be it therefore enacted and ordained that the said votes shall be taken on the fifth day of June now next ensuing, at the following places to wit:

At the Town Hall, Penetanguishene, for the first electoral division, and at the schoolhouse on lot No. 3, concession 6 of Tay, for the second electoral division, commencing at the hour of nine o'clock a.m., and closing at five o'clock p.m. of the same day, and that Mr. Charles Ross, Township Clerk, of the said municipality, be returning officer for the first electoral division, and Mr. Mark Vasey be returning officer for the second electoral division.

SAMUEL FRASER, (Seal.)
Reeve.

CHARLES ROSS, *Township Clerk*
Council Hall, Penetanguishene, Nov. 24th, 1871.

I certify that the above or within contains a true copy of a by-law submitted to, and carried by, a majority of the electors of the Township of Tay, and that the Council of the said municipality have finally passed the same.

CHARLES ROSS,
Township Clerk, Tay.

"H."

MIDLAND RAILWAY OF CANADA.
HEAD OFFICE,
PORT HOPE, 29th Nov., 1871.

To the Honourable John Sandfield Macdonald, Premier, Toronto:

DEAR SIR,—Since the last application was made by this company for Government aid toward the extension of this line to Georgian Bay, the books of the company show that the sum of $41,664·00 have been expended upon the construction of portions of the line for which aid has been asked.

The company have received from England three thousand tons of iron rails, two thousand and five hundred tons of which have arrived in Port Hope, the balance are now on the way from Montreal, of the additional value of $135,000 (one hundred and thirty-five thousand dollars) making together $176,664.

As the charter for the extension of this line to Georgian Bay will expire in about thirteen months, the company would beg you to give the matter your early attention.

I have the honour to remain,
Dear Sir,
Your obedient servant,
JOSEPH GRAY,
Secretary M.R.C.

"I."

To the Honourable John Carling, Commissioner of Public Works for the Province of Ontario.

Pursuant to your instructions, I proceeded to examine the country along the proposed line of the Midland Railway from Beaverton, on Lake Simcoe, to Midland or Munday's Bay, on Georgian Bay, the northern terminus of said road, in the County of Simcoe.

From Beaverton to Orillia, a distance of about twenty-one miles, the road will pass through a country that may be called thinly settled; although off the line of road in some sections it is better settled up, the land is fair, being a sandy loam, but little stone, with more or less unpatented lands on and along the line of road; the timber is of a good quality, which is composed both of hard wood and pine; the company have men now working, grading and fencing this section; saw signs of active improvement among the settlers, which the prospect of building this road has inspired the people to.

From Orillia to the Village of Coldwater, about fourteen miles, is a much newer section, and is what may be termed thinly settled tract of country, the land is good and the timber is very valuable, consisting of pine and oak, and hardwoods, such as beech and maple. To the north there is no regular settlement. The Midland road first touches Georgian Bay at the mouth of Coldwater river, about two miles from the Village of Coldwater, at Matchedash Bay; from this point the road follows the Bay to Munday's Bay, the terminus of the road, which is seventeen and one-half miles, following the line of road from Matchedash Bay to Munday's Bay, which is about two miles from Penetanguishene. From Coldwater to Munday's Bay, this eighteen miles is an unbroken wilderness, with but here and there a settler some distance off the line of road; although considerable amount of lumbering is carried on in this section along the Bays, the land is good, being generally a sandy loam, not much stony, and when cleared up will be a very fair farming country; there is a large quantity of good pine and oak timber for ship building along the Bay where the road goes.

This road passes through the Townships of Mara, Thorah, Orillia, Medonte and Tay, in the County of Simcoe, and opens up a very important track of undeveloped country from Beaverton to Munday's Bay, which road will also supply an outlet and afford communication with our outlying territory north of Georgian Bay, and when finished will be one of the most important thoroughfares in the Province of Ontario, as it will be seen by the map that it connects Georgian Bay with Lake Ontario, by running through, as nearly as possible, the centre of the Province of Ontario; this being the case, and considering that the Midland Railway terminates at the best harbour on Georgian Bay, with an eastern terminus opposite of Oswego, must always afford another very important thoroughfare for travel and traffic to our important mineral lands on Lake Superior and the great north-west territories.

There is a large lumbering business carried on along these bays where this road touches, as near as I could estimate, the minimum would be fifty million feet per annum, which would be more or less affected by this line of road.

Under all the circumstances, the finishing of the Midland Railway to Georgian Bay will, no doubt, materially enhance the interests of the whole Province.

All of which is respectfully submitted.

I have the honour to be,
Your obedient servant,
S. P. MABEE,
Inspector of projected R.R.

Toronto, December, 1871.

"J."

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, January 23rd, 1872.

SIR,—Adverting to the petition of the "Midland Railway Company," for aid from the Railway Fund, I beg to inquire of you whether it is proposed to procure the subscription of additional stock in connection with the contemplated extension of that road.

Inasmuch as petitions for aid from the same source have been presented to His Excellency the Lieutenant-Governor by the "Grand Junction Company," in respect of a road from Belleville, by way of Lindsay, to a point on Georgian Bay, and by the "Toronto, Simcoe and Muskoka Company," on behalf of an extension in the same direction, I have also to make inquiry of you whether, in the event of the Government, after further investigation, being disposed to grant aid for any part of the Midland Company's extension, that company would be prepared to make traffic arrangements with the "Grand Junction Company" over the line from Lindsay, and with the "Toronto, Simcoe and Muskoka Company" over the line from the intersection of the two roads, as also to grant running powers to both those companies.

I would bespeak your early reply to these enquiries, and

I have the honour to be, Sir,
Your obedient servant,

D'Arcy Boulton, Esq., President of the Midland Railway Company, &c., Port Hope.

PETER GOW, *Secretary.*

"K."

PORT HOPE,
January 26th, 1872.

SIR,—I have the honour to say in reply to your letter of the 23rd instant, addressed to me as President of the Midland Railway Company that this company did not intend to issue new stock to aid in building the extension of their road.

Instead of doing so, they obtained authority from Parliament at the last session to issue additional first mortgage bonds to the extent of £100,000 sterling, expressly applicable to this purpose. Immediately after obtaining their charter, this company took active steps for building the extension. They surveyed and located the line; they applied to municipalities for aid by bonuses; they laid the claims of the undertaking to aid from the Railway Fund before the Government, and obtained the assurance that they came within the provisions of the Act, and would be aided on complying with its requirements. They also entered into contracts for rails, and expended a large sum in procuring right of way, and in actual construction with the private means and credit of the present stockholders, and they have now made a contract for the actual completion of the whole line during the present year. Papers setting forth most of the above facts in detail were from time to time submitted by the company when requested by the Government, and are on file in the Departments, and the line was examined by the Government Inspector, and the company presume that his report is likewise on file in the proper departments.

With reference to the other inquiry in your letter, I have the honour further to say in reply that this company will always be ready to make just and reasonable traffic arrangements with any other railway, having long since done so with the Grand Trunk Railway and more recently with the Toronto & Nipissing Company. The Grand Junction Company lately applied to this company to consider such arrangements with them in the event of connection being formed at Lindsay or Omemee, points on the line of this company, but this company considered it premature while that company was merely in embryo to discuss a question scarcely any of the conditions of which yet existed in fact, and they declined at that time to consider the matter. The distance between Lindsay and Belleville by the contemplated route of the Grand Junction Railway is eighty-five miles, whilst the distance from Lindsay via Port Hope and Grand Trunk Railway to Belleville is ninety-two miles, shewing a saving of only seven miles as against the present established route.

With reference to the claim of the last mentioned company for running powers over the line of this company from Lindsay or Omemee, or to participate in the Government aid to which that route may be considered fairly entitled, I beg respectfully to submit the following consideration. As to that part of the route the Grand Junction Railway would be purely rival or competitive, affording no advantage, convenience, or benefit to the locality traversed or the country at large not already amply furnished by this company. This company was enabled to build their line from Lindsay to Beaverton, 23 miles, with municipal

aid to the extent of $80,000, or nearly $4,000 per mile, and could not be expected to grant special privileges over this part of their line to a purely rival company.

In reply to your enquiry regarding the Toronto, Simcoe and Muskoka Company, I beg respectfully to say that this company is quite willing to make traffic arrangements with that company on fair terms; but I beg to submit the following reasons among others why this company objects to grant running powers to that company. That railway has lately been leased for a term of years to the Northern Railway, which already has its outlet at the harbour of Collingwood on the Georgian Bay, at which point the Northern Railway have spent large sums of money for piers, elevators and warehouses, and the same company is further extending its line along the shore of the bay in a westerly direction towards Meaford, and has the additional power to extend to a harbour on the north shore of the Georgian Bay also. The Northern Company has already therefore all the access to the Georgian Bay and the country adjacent, which its interests and the interests of that country require without entering into a competition which must be disastrous to this company. The existing and projected lines of the Northern Company are necessarily to a great extent competitive with this company, and to afford the Northern Company running powers over this company's only line would give that company an advantage in competition which, without any corresponding benefit to the public, would enable it to ruin this company. The distance between Lake Ontario and Orillia, the point at which running powers would begin, is nearly equal by both lines, and to enable the Northern Company to make the main and only line of this company a branch of their line would give such an advantage to that prosperous and powerful company as could only end in disaster to this company.

It would not be for the public interest that this company should be so weakened or crippled by ruinous competition as to be prevented from running on independent terms over the route in question. Moreover, the traffic and resources of the region traversed by this line are necessarily limited, and not sufficient to support two companies much less three. One line I venture respectfully to urge will effectually serve the interests of the public, and this company having been the first to occupy the route, and having already made great progress towards completion, I venture to submit, ought to receive public aid over the route in question without injurious conditions. I may add, as an additional claim on the part of this company, that their extension was originally projected at the urgent request of the inhabitants of the tract intended to be traversed, after application had been made by them to the Northern Company to extend their line through it, and they had refused.

I have the honour to be,
Your obedient servant,

D. E. Boulton.
President.

To the Honourable Peter Gow,
Provincial Secretary.

"L."

Acknowledgement of above.

"M."

Provincial Secretary's Office,
January 30th. 1872.

Sir,—Adverting to the statement made in your letter to me of the 26th inst., to the effect that the Midland Company having laid its claim to aid from the railway fund before the late Administration, had received assurances that the company came within the provisions of the Act regulating the distribution of the fund, and would therefore receive aid when the requirements of the Act had been complied with, I have to inform you that before further considering the company's claim the Government desires to be furnished with a par-

ticular statement of the assurances given, the nature of them, and from which of the members of the late Administration they were received.

This statement should be authenticated by the signatures of the gentlemen composing the deputation or being the individuals to whom the assurances are alleged to have been given.

I have the honour to be, Sir,
Your obedient servant,
PETER GOW,
Secretary.

To D. E. Boulton, Esq.,
President, Midland Railway Company,
Port Hope.

"N."

PORT HOPE. February 1, 1872.

SIR,—I have the honour, in reply to your letter of January 30th, to say that the directors of the Midland Railway of Canada having first made formal application to the Government for aid from the railway fund and submitted the necessary documents, requested A. T. H. Williams, Esq., who was thoroughly conversant with the position of the company, to wait upon the Premier and ascertain from him the views entertained by the Government in regard to their application.

At this and subsequent interviews the late Premier gave positive assurances that the Midland Railway between Beaverton and Orillia would be aided to the same extent as the Toronto, Simcoe and Muskoka Railway between Barrie and Orillia. He further assured Mr. Williams that the amount to be given to the extension beyond Orillia, running as it did through a comparatively unsettled country, would much depend on the report of the inspector. These assurances were repeated by the Premier to the vice-president of the company.

Your obedient servant
D. E. BOULTON,
President.

To the Honourable Peter Gow,
Provincial Secretary.

SIR,—We beg to say that we have read the above letter and that it is in all respects accurate.

ARTHUR T. H. WILLIAMS,
ADOLPH HUGEL,
Vice-President.

PAPERS

Respecting the Toronto, Simcoe, and Muskoka Junction Railway Company's application for aid, presented to the Legislative Assembly by command of His Excellency the Lieutenant-Governor.

TORONTO, 7th February, 1872.

TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY COMPANY.

SCHEDULE OF CORRESPONDENCE AND PAPERS.

June 14th, 1871...A—Letter of Honourable Frank Smith, President of Company, to Provincial Secretary.
B—Acknowledgment of above.
July 6th, 1871...C—Letter from Provincial Secretary's Office to Hon. F. Smith.
D—Letter of W. F. Munroe, Secretary of Company, with
1. Statement of Bonuses.
2. List of shareholders.
July 17th, 1872....E—Letter from Provincial Secretary's Office to Company asking for more detailed share list.
July 18th, 1871.. F—Letter from Secretary of Company furnishing above share list.
Oct. 18th, 1871...G—Letter from Assistant-Secretary Patteson to President of Company.
1. Order in Council.
Dec. 29th, 1871...H—Letter from Provincial Secretary to Company.
January 3rd, 1872... I—Reply of Company to above.
" 12th, 1872... J—Supplementary reply.
K—Further application for aid by Hon. F. Smith to Provincial Secretary with
1. Estimate of cost of road, statement of assets and details of contract—Barrie to Washago.
2. Do do do —Washago to Gravenhurst.
3. Do do do —Branch to Georgian Bay.
4. Plan.
" 30th, 1872...L—Letter from Provincial Secretary to President of Company.
" 31st, 1872...M—Letter to Provincial Secretary from Hon. F. Smith.
" 31st, 1872...N—Autheuticated statement of assurances from late Administration.
Feby. 1st, 1872...O—Letter from President of Company to Provincial Secretary.
" 5th, 1872...P—Letter from Provincial Secretary to President asking for Mr. Cumberland's letter.
" 6th, 1872...Q—Letter from President to Provincial Secretary enclosing Mr. Cumberland's letter.
Petition from 172 persons, inhabitants of Muskoka.

"A."

TORONTO, June 14th, 1871.

To the Honourable the Provincial Secretary:

HONOURABLE SIR,—By authority of the Directors of the Toronto, Simcoe and Muskoka Railway Company, I have the honour to submit the following statement of its affairs for the purpose of obtaining aid towards the construction of the line under the terms of the Act 34 Vic., cap. 2. The company was incorporated by Act 33 Vic., cap. 30, which received the royal assent on the 24th December 1869. The line starts from a junction with the Northern Railway of Canada at Barrie, thence *via* Orillia, Washago and Gravenhurst to Bracebridge, in the District of Muskoka, having a total mileage of 60 miles or thereabouts.

The surveys of location have been made to Washago and those of exploration to Bracebridge. The works between Barrie and Washago are now under contract, tenders for which were received and accepted on December 10th, 1870.

The length and estimated cost of the line are as follows, observing that for convenience and safety in finance and construction the work is being dealt with in two divisions, the first division extending from Barrie to the west end of the Muskoka Colonization Road at Washago, and the second having its terminus at Bracebridge, the county town of the District of Muskoka.

ESTIMATE OF COST.

1st Division, Barrie to Washago, 34 miles.	$565,224
2nd Division, Washago to Bracebridge, 26 miles...	412,800
Total cost of 60 miles.....	978,024

Average mileage cost, $16,300.

ESTIMATE FOR CAPITAL.

	1st. Division.	2nd Division.
1. Paid up Capital Stock.....	$34,000	$26,000
2. Proceeds of municipal contribution by bonus.....	131,978	37,500
3. Proceeds of mortgage 6 per cent debentures.....	275,400	210,600
4. Anticipated Government subsidy under 34 Vic. cap. 2, 1st Division $3000, and 2nd Division $4000 per mile	102,000	104 000
	$543,378	$378,100
Total available capital.....	$921,478	
Deficit on total cash cost of works...	$56,546	

It thus appears that on the 1st Division now under construction, and the iron for which is already under delivery, there is a deficit of $21,846, whilst on the 2nd Division the deficit amounts to $34,700.

We present these figures because we feel that the case of this railway in regard to Government aid under 34 Vic. cap. 2 is entirely exceptional and without a parallel in the position of any other railway, inasmuch as that its location for the most part is through an entirely unsettled Territory, and that its terminus being in the heart of the Free Grant District the traffic of its Northern or 2nd Division must be self created, and that the public value of the line is peculiar and palpable as being a Colonization Line, which precedes rather than follows settlement and traffic,

In view of all the circumstances, we respectfully submit that the maximum subsidy, $4000 per mile. ought to be made applicable to the whole length (60 miles) of this railway, in which event we could at once proceed with the construction of the 2nd Division, the contracts for which might at once be let.

Any less subsidy upon any portion of our railway will necessitate the postponement of the Second Division until such time as the estimated deficit be provided, a postponement our Directors would deeply regret, but which would be unavoidable in view of the very light character of the traffic which that portion of the line would yield until settlers and capital shall have lifted it up into commercial value.

It would, we humbly suggest, be more profitable to the public and the country to expedite the development of this Free Grant District by adopting the most liberal standard of subsidy authorized by the Act, than, by the adoption of a lower grant in aid, to postpone indefinitely that portion of the road which will chiefly promote the settlement of the District. The highest standard ($4000 per mile) permitted by the Act is less than 25 per. cent. of the actual cost of the works, whilst it is indisputable that the line is of far greater value as a public than a commercial work.

As the construction of the 1st Division of the line is proceeding with great rapidity, we beg that we may receive an early intimation of the intention of the Government in regard to this application.

I have the houour to be
Your most obedient servant,
FRANK SMITH,
President.

W. H. MUNRO,
Secretary.

MEMO.

"B."

Acknowledgment of the above.

"C."

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 6th July, 1871.

SIR,—Adverting to your communication of the 14th ult., making application on behalf of the Toronto, Simcoe and Muskoka Railway Company for aid towards the construction of that road, under the terms of the Act 34 Vic., Cap. 2, I am directed to request you to furnish an authenticated statement shewing the bonuses granted by the several municipalities interested in its construction, and also a list of the shareholders, with evidence as to their ability to pay the authorized calls.

I have the honour to be,
Sir,
Your obedient servant,
J. R. ECKART,
Acting Assistant Secretary.

Frank Smith, Esq., President,
Toronto, Simcoe and Muskoka Railway,
Toronto.

TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY,
TORONTO, 12th July, 1871.

SIR—Referring to the communication from your office of the sixth instant, I am instructed by the board of this company to comply with your request by enclosing herewith a statement shewing the bonuses granted by the several municipalities interested in the construction of this railway, authenticated under the hand of the president and under the seal

of the company; and also a certified list of the shareholders, with the certificate of the president of the company as evidence of their ability to pay the authorized calls,

I have the honour to be,

Sir,

Your obedient servant,

WM. F. MUNRO,
Secretary T. S. & M. J. Ry.

To the Honourable
M. C. Cameron, M.P.P.,
Provincial Secretary, Toronto.

TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY COMPANY.

Statement of Bonuses granted to aid this Company.

From City of Toronto	$100,000 00
From Town of Barrie	30,000 00
From Village of Orillia	12,500 00
	$142,500 00

I hereby certify that the above is a true and complete statement of all bonuses granted by the several municipalities interested in the construction of the Toronto, Simcoe and Muskoka Junction Railway.

As witness my hand and the seal of the said company this thirteenth day of July, A.D. 1871.

FRANK SMITH, [Seal.]
President.
Toronto, Simcoe and Muskoka Junction Railway Company.

TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY COMPANY.

List of Shareholders.

Frank Smith	Toronto.
Anson P. Dodge	Keswick.
Fred. Cumberland	Toronto.
Gooderham and Worts	"
Wm. H. Howland	"
Robert Wilkes	"
N. Dickey	"
N. Barnhart	"
Wm. Elliot	Barrie.
Wm. Lount	Toronto.
Robert Hay	"
C. W. Moberly	"
Samuel B. Harman	Gravenhurst.
A. P. Cockburn	Toronto.
J. D. Edgar	"
F. Shanly	"
John J. Vickers	"
Robert Spratt	Montreal.
Robert James Reekie	Toronto.
Wm. Hamilton and Son	"
J. A. Johnson	"
Robert Bell	Barrie.
David Morrow	

Parson Bros	Toronto.
John Turner	"
P. Burns	"
J. O'Donohoe	"
Robert Ramsay	Orillia.
Fred. Barton Cumberland	Toronto.
D. L. Macpherson	"
Thompson Smith	"
W. D. Ardagh	Barrie.
Geo. H. Corbett	Orillia.
George J. Booth	"
Wesley Bingham	"
Geo. J. Bolster	"
Soare and Larard	"
Samuel Wainwright	"
J. W. Slaven	"
Frank Kean	"
John World	"
Thos. H. Portas	"
Thomas Dallas	"
G. W. Sanderson	"
C. Schomberg Elliot	"
A. R. Bingham	"
D. L. Sanson	"

I, Frank Smith, of the City of Toronto, in the County of York, Senator, do hereby certify:

That I am and have been, from its organization, the President of the Toronto, Simcoe and Muskoka Junction Railway Company: That I have a general knowledge of the circumstances and standing of all of the above named shareholders, and I am satisfied of their ability to pay the authorized calls upon the stock subscribed by them.

That the above statement contains a full list of the subscribers to the capital stock of the Toronto, Simcoe and Muskoka Junction Railway Company.

As witness my hand and the seal of the said company this thirteenth day of July, A.D. 1871.

FRANK SMITH. [Seal.]

"E."

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, July 17th, 1871.

SIR,—I am directed to call your attention to the fact that the list of shareholders of the Toronto, Simcoe and Muskoka Railway forwarded by you in your communication of 12th instant, does not specify the amount of stock held by each shareholder, and to state that that information must be furnished before the petition of the company can be submitted for the consideration of His Excellency the Lieutenant-Governor.

I have the honour to be, Sir,
Your obedient servant,
I. R. ECKART,
Acting Assistant Secretary.

W. F. Munro, Esq.,
Secretary, T. S. and M. R. R., Toronto.

(Copy.)

"F."

TORONTO, July 18, 1871.

SIR,—In compliance with the terms of your letter of 17th inst., I am instructed by the Board of the Toronto, Simcoe and Muskoka Junction Railway Company to forward you the enclosed list of Shareholders of this company, which shows the amount of stock held by each shareholder.'

Hoping this will complete the requisite information.

I have the honour to be, Sir,
Your obedient servant,
WM. F. MUNRO.
Secretary.
Toronto, Simcoe and Muskoka Junction Railway

To the Honourable M. C. Cameron,
Provincial Secretary, Toronto.

SHARE LIST.

Toronto, Simcoe and Muskoka Junction Railway Company.

List of Shareholders in this Company with the amount of Stock held by each Shareholder.

NAME.	Address.	Amount.
		$ cts.
Frank Smith	Toronto	5,000 00
Anson P. Dodge	Keswick	5,000 00
Fred'k Cumberland	Toronto	5,000 00
Gooderham & Worts	do	5,000 00
Wm. H. Howland	do	1,000 00
Robert Wilkes	do	1,000 00
N. Dickey	do	2,000 00
N. Barnhart	do	1,000 00
Wm. Elliot	do	1,000 00
Wm. Lount	Barrie	1,000 00
Robert Hay	Toronto	1,000 00
C. W. Moberly	do	2,500 00
Sam. B. Harman	do	1,000 00
A. P. Cockburn	Gravenhurst	2,000 00
J. D. Edgar	Toronto	1,000 00
F. Shanly	do	2,000 00
Jno. J. Vickers	do	1,000 00
Robert Spratt	do	1,000 00
Robert James Reekie	Montreal	2,000 00
Wm. Hamilton & Son	Toronto	1,000 00
J. A. Johnson	do	1,000 00
Robert Bell	do	500 00
David Morrow	Barrie	1,000 00
Parson Bros.	Toronto	500 00
John Turner	do	1,000 00
P. Burns	do	1,000 00
J. O'Donohoe	do	1,000 00
Robert Ramsay	Orillia	2,000 00
Fred. Barton Cumberland	Toronto	1,000 00
D. L. Macpherson	do	1,000 00
Thompson Smith	do	1,000 00
W. D. Ardagh	Barrie	1,000 00
Geo. H. Corbett	Orillia	300 00
George J. Booth	do	500 00
Wesley Bingham	do	500 00
Geo. J. Bolster	do	500 00
Soare & Larard	do	500 00
Samuel Wainwright	do	200 00
J. W. Slaven	do	500 00
Frank Kean	do	500 00
John World	do	500 00
Thomas H. Portas	do	500 00
Thomas Dallas	do	200 00
G. W. Sanderson, M.D	do	200 00
C. Schomberg Elliot	do	200 00
A. R. Bingham	do	200 00
D. L. Sanson	do	300 00

I certify that the above statement shews the names and addresses of all the Shareholders of the Toronto, Simcoe and Muskoka Junction Railway Company, together with the amount of Stock held by each of them.

Frank Smith,
President, Toronto, Simcoe and Muskoka Junction Railway Company.

Wm. F. Munro,
Secretary, T. S. & M. J. R.

Toronto, July 18, 1871.

"G."

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, October 18th, 1871.

SIR,—I am commanded by His Excellency the Lieutenant-Governor, to inform you that he has approved of a Minute of Council reciting the application of the Toronto, Simcoe and Muskoka Railway Company for aid, under the provisions of the Act, 34 Vic., cap. 2, and expressing the opinion that the company has furnished the proof required by the third section of that Act.

The company, therefore, I am to say, is entitled to receive the sum of $2,000 per mile, out of the appropriation made by the Legislature in that behalf for each mile between the Town of Barrie and the Village of Orillia, payable as soon as that portion of the line shall be reported by the Commissioner of Agriculture and Public Works, to be completed within the meaning of the second section of the above quoted Act in aid of Railways.

His Excellency reserves for future consideration the amount per mile to be allotted to the Toronto, Simcoe and Muskoka Railway Company, for the distance between Orillia and Washago.

I have the honour to be, Sir,
Your obedient servant,
THOS. C. PATTESON,
Assistant Secretary.

Hon. F. Smith, President,
Toronto, Simcoe and Muskoka Railway Company, Toronto.

COPY OF A MINUTE OF COUNCIL *approved of by His Excellency the Lieutenant-Governor, the 16th of October, 1871.*

The committee of Council have had under consideration the application of the Toronto, Simcoe and Muskoka Railway Company, claiming that a portion of the road contemplated to be built by them is now under contract, and is being constructed between the Town of Barrie and Washago, and that they are therefore entitled to a share of the appropriation by the Act entitled "An Act in aid of Railways," 34 Vic., Cap. 2; and the committee are of opinion that the company have furnished the proof required by the 3rd Section of the said Act.

The committee recommend that an Order in Council be passed, declaring that the said Company shall be entitled to the sum of two thousand dollars per mile out of the said aid, to be paid for the distance between the Town of Barrie and the Village of Orillia, so soon as the said last mentioned portion of the line shall be reported by the Commissioner of Agriculture and Public Works, to be completed as provided in the 2nd Section of the said Act.

The committee reserve for future consideration the amount per mile to be allotted to the said company between the said Village of Orillia and Washago.

(Certified.)
J. G. SCOTT,
C. E. C.

Toronto, 16th October, 1871.

"H"

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, December 29th, 1871.

SIR,—With further reference to the petition of the Toronto, Simcoe and Muskoka Railroad Company for aid out of the Railway Fund, and to the letter of Mr. Assistant Secretary Patteson, dated 18th of October last, stating the conditions upon which aid was then pro-

mised to this company. I have the honour now to call upon you for certain additional information which is not found among any papers on the subject filed in the Government offices.

The Government is desirous of knowing the distance and cost of construction from Barrie to Orillia, and the estimated cost of construction from Orillia to Washago, and thence to Bracebridge.

You will also have the goodness to state if any work had been done on any part of the road before 7th December, 1870.

I have the honour to be, Sir,
Your obedient servant,
PETER GOW,
Secretary.

The Honourable Frank Smith, President,
Toronto, Simcoe and Muskoka Railway, Toronto.

"I."

TORONTO, SIMCOE AND MUSKOKA
JUNCTION RAILWAY,
TORONTO, January 3rd, 1872.

SIR,—I have the honour to acknowledge your letter of the 29th ult., requiring additional information as to the length and cost of construction of this railway, and in reply, to state:

1st. That the distance from Barrie to Orillia is 22 miles, and the estimated cost of construction is $379,815, as per report of the chief engineer.

This division has been regularly worked in public traffic since Monday, the 4th day of December, 1871.

2nd. The distance from Orillia to Washago is 12 miles, and the estimated cost of construction is $207,172 28. The works are now under construction, and if financial arrangements are duly completed, it may be opened for public traffic early in the ensuing summer.

3rd. The distance from Washago to Gravenhurst is estimated at 14 miles, and from Gravenhurst to Bracebridge at 12 miles, making a total of 26 miles, and the cost is estimated at $468,000.

This portion of the line has been surveyed, but construction awaits the completion of our financial arrangements.

4th. No work was executed upon this railway during the year 1870, the contract was executed on 17th April, 1871.

In submitting the above information in reply to your inquiries, I take occasion to state, that acting upon the Order in Council referred to in Mr. Assistant Secretary Patteson's letter of the 18th October, this company has anticipated an early payment on account of the aid to this railway thereby authorized.

I have the honour to be,
Sir,
Your obedient servant,

FRANK SMITH,
President.
T. S. & M. J. R.

Honourable Peter Gow,
Provincial Secretary.

"J."

TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY,
TORONTO, January 12th, 1872.

To the Honourable, the Provincial Secretary.

HONOURABLE SIR;—1. Referring to your communication of the 29th December, 1871, respecting the application for aid to the Toronto, Simcoe and Muskoka Junction Railway, under 34 Vic. chap. 2, and my reply thereto of the 2nd inst., I am requested by the board of this company to lay certain additional information before you.

2. At the time when the first application was made to His Excellency in Council, the expectation of this company was that the exceptional circumstances of their location would ensure to them aid on the highest scale applicable to any railway for the entire length of the proposed line

3. The Order in Council mentioned in the letter to me from the Assistant Provincial Secretary, Mr. Patteson, of 18th October, 1871, as having been passed to aid this line from Barrie to Orillia, was considered by my colleagues and myself as being in the shape of an instalment rather than as a final settlement of the aid to be given on that division. This impression was founded upon the pledge made to a deputation consisting of Messrs. Turner, Barnhart, Cumberland and the writer who waited upon the leader of the late Government to discuss this subject. On that occasion the deputation received an assurance that the Government would supplement the grant for the first section of the line to an amount per mile equivalent to the highest sum allowed in aid of any other railway in a similar location.

4. I submit that the scheme should be considered as a whole, and that the scope of the enterprise pointing to the developement of the waste lands of the Crown, places it beyond all other projected railways in importance to the public and immediate value to the country.

5. The financial estimates which have been sent in on this application, show that the maximum limit of $4,000 per mile over the length of the line to Bracebridge, or Gravenhurst at least, will be necessary to enable the company to construct it to the Free Grant District.

6. While it might be contended that the portion of the line from Barrie to Orillia, because of its passing through a settled country, has not a claim to the highest rate of aid, on the other hand it is abundantly clear that beyond Orillia, the country being of a most desolate character, and unable to give any municipal aid, the construction of the line cannot be accomplished without exceptional assistance. My board, therefore, feel justified in pressing, as originally urged by us, for the maximum aid for the whole length, in order that the distance beyond Orillia may receive the benefit of the additional grant to the portion on this side of that place.

It is also to be recollected, that the portion already working brings the settlers of the Muskoka District just 22 miles nearer to the front.

7. The company are continually receiving appeals from these settlers and from the lumbering interests of the District, to press onward and bring railway facilities to their doors, and the zealous individual efforts of the mercantile men of Toronto who comprise my board have always been and still are directed to accomplish that end.

As individuals and as a company, we are ready to go to the utmost limit of our means, but we confidently look to the Government to recommend the Legislature to sustain us by rendering our railway the assistance, which we believe the project to be fairly entitled to as a pioneer railway of Ontario.

8. The aid which I am requested by the Board to apply for is as follows:

1. Barrie to Orillia, additional grant of $2,000 per mile for 22 miles.....	$44,000
2. Orillia to Washago $4,000 per mile for 12 miles.....	48,000
3. Washago to Gravenhurst $4,000 per mile for 14 miles—...	56,000
	$148,000

9. The construction of the railway to Gravenhurst, while it touches the waters which are a summer outlet and highway for the free grant district, does not preclude the company from pushing forward to Bracebridge at an early day. The Board, however, do feel that during the present Session, it would be premature to press for aid from the public treasury for that portion of their line.

10. Accompanying this communication will be found a statement (Schedule A) showing the approximate cost and the financial basis for the construction of the line from Barrie to Washago.

11. Schedule "B," showing the same particulars from Washago to Gravenhurst.

12. There is an increase in the deficit upon the portion from Barrie to Washago, over the estimate I had the honour to furnish in June, 1871, amounting to some $26,000. This is made up of an addition to the contract price of $21,000, caused by an extra expenditure on the Barrie front, and further cost of ballasting, and a deduction from the capital by reason of the actual discount on bonuses being greater than the estimated discount.

13 The total deficit upon the line to Gravenhurst is not of such amount as to be a subject for solicitude to my Board; and as the company contemplates seeking power during the present Session of the Legislature for increasing the issue of debentures, upon the security of the line, and as the proprietors of the undertaking are prepared, if absolutely necessary, in promotion of the commercial interests of this city, to increase their investments; that apparent deficit may, without much difficulty, be overcome, provided always that the public aid to that portion of the line where no municipal assistance can be had, and where the railway will have to create its own traffic, shall reduce the burden within a reasonable and manageable limit.

I have the honour to be,
Your obedient servant,
FRANK SMITH,
President T. S. and M. J. Railway.

"K."

TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY.

To the Honourable the Provincial Secretary:

TORONTO, January 12th, 1872.

HONOURABLE SIR,—1. I am requested by the Board of the Toronto, Simcoe and Muskoka Junction Railway Company, to place before you the following statement and application for aid from the Government and Legislature during the present Session.

2. Under their Charter, the Toronto, Simcoe and Muskoka Junction Railway Company, have power to construct a branch from their main line to the waters of the Georgian Bay. There is a large and increasing manufacture of lumber carried on in the neighbourhood of Hog Bay and Mundy Bay, and the settlements which are formed round each will have no outlet save by water.

The supplies which are taken in, as well as the lumber which is exported, have to depend upon the roundabout facilities of navigation, and a direct route to the south by means of this proposed extension of our line is loudly called for by the large population engaged in the lumber business. The Townships of Tiny, Tay and Medonte, in which there are immense tracts of woodland yet unsettled, will be opened up for settlement by the construction of this line.

3. It is part of the policy of this company to build this branch at an early day. The whole line has been surveyed, and it has been located and the plans of location filed some months ago for eighteen miles of the distance, viz.: from Mundy's Bay to Coldwater. This place has been taken as a common point from which trial lines are being run to ascertain the best part of the maid line to connect with. The total length is 32 miles and the annexed statement marked "C" shows the certified estimate of the cost of construction and the basis of capital.

A considerable portion of the right of way between Mundy's Bay and Coldwater has already been purchased, and the company anticipate being in a position to let a contract and commence construction shortly after being assured of assistance from the Government.

4. This assistance we have not considered ourselves in a position to ask until the present time. Our efforts have been chiefly concentrated upon securing the construction of the main line to the free grant district before undertaking to build a branch, however important. Now that the main line is being worked to Orillia, and progressing northward, we feel in a position to carry out the extention to Georgian Bay simultaneously with the continuation to Gravenhurst.

Our claim upon the public treasury for aid to build from Orillia to Georgian Bay seems to be more reasonable than could be the claim of any other line, inasmuch as our railway is being run in regular traffic to Orillia, and no other line is in working order within twenty (20) miles of that place.

5. From the annexed statement of cost and financial scheme it will be seen that the sum of $3,000 per mile will be required as a subsidy to secure the early construction of this short but important line of railway, and I am requested by my board to make this application for aid to that extent from the Railway Fund of this Province under the provisions of the Act 34 Vic., chap. 2.

I have the honour to be,
Your obedient servant.

FRANK SMITH,
President T. S. & M. J. Railway.

SCHEDULE A.

TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY.

Estimate of Cost, Barrie to Gravenhurst..... 43 miles.
1. Barrie to Washago..... .... 34 miles. $586,988 20

Capital Account.

1.	Toronto, $100,000 at 92½	$92,500 00	
	Barrie, $30,000 at 82	24,600 00	
	Orillia, $12,500 at 82	10,250 00	
		$127,350 00	
2.	Stock subscription. $1000 x 34	34,000 00	
3.	Company's debentures $9,000 at 90 = $8,100x34	275,400 00	
4.	Government subsidy, $4000 x 34	136,000 00	
			$572,750 00
	Deficit		$14,238 20

Details of Cost of Construction.

1.	Cost to subgrade, under contract with John Ginty & Co.	$277,589 82
2.	Preliminary surveys, location of line, engineering and superintendence	21,300 00
3.	Permanent way, including track iron, spikes, track laying, ballast, &c., &c., $6,600 per mile	224,400 00

4. Sundries, including salaries, rents, purchase of right of way, legislation, iron bridges, clearing and grading station yards...	27,428 38
5. Structures, including swing bridge at the Narrows, tank and engine houses, station buildings, mile, and whistling posts, switches, sidings.....	36,270 00
	$586,988 20

C. W. Molerly.
Chief Engineer.

January 10th, 1872.

Statement of particulars of contract between Messrs. Ginty and Company and Toronto, Simcoe and Muskoka Junction Railway Company, Barrie to Washago.

1st. Tenders were opened, and the tender of Ginty & Co. being the lowest was conditionally accepted on Dec. 10th, 1870.

2nd. Memo. of contract was executed on 17th December, 1870.

3rd. Date of contract and of its execution, 17th April, 1871.

4th. The contract price was—for the Barrie Front, $55,000; for the remainder to Washago, $217,589.82. An additional amount of $5000 has been necessarily allowed to the contractors as extras on the Barrie Front.

5th. The contract included, as stated in the specifications, "all works of construction "plant, material and labour necessary to fully complete the railway to sub-grade, or formation "level' to Washago, "and pile approaches to the swing bridge at the Narrows."

6th. The time fixed by contract for completion of the last section reaching to Washago is 1st August 1872.

SCHEDULE "B."

Toronto, Simcoe and Muskoka Junction Railway.

2. Washago to Gravenhurst, 14 miles $252,000

Capital Account.

1. Stock subscriptions, $1000 × 14	$ 14,000	
2. Company's debentures, $9,000 at 90 = $81,000 × 14.....	113,400	
3. Government subsidy, $4000 × 14	56,000	
		$183,400
Deficit.....	$ 68,600	

Total Deficiency.

Division No. 1.....	$14,238 20
Dsvision No. 2	68,600 00
	$82,838 20

TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY,
ENGINEER'S OFFICE, 10th January, 1872.

Approximate Estimate of Cost of Line, Washago to Bracebridge, 26 miles.

1. Washago to Gravenhurst, 14 miles	$252,000 00
2. Gravenhurst to Bracebridge, 12 miles	216,000 00
Total 26 miles	$468,000 00

Details of Cost.

1. Cost to subgrade, including clearing, fencing, earthworks and rock cuttings	1st div.	$120,400	
	2nd "	103,200	$223,600 00
2. Station buildings, engine houses, turntables, tank houses, and sidings, &c. &c.	1st div.	12,320	
	2nd "	10 560	22,880 00
3. Permanent way, including track iron, track laying, ties, ballast, &c.	1st div.	106,680	
	2nd "	91,440	198,120 00
4. Iron girder, bridge, &c.	1st div.	4,200	
	2nd "	3,600	7,800 00
5. Engineering, superintendence, law, legislation, purchase of right of way, &c.	1st div.	8,400	
	2nd "	7,200	15,600 00
Total			$468,000 00

C. W. MOBERLY,
Chief Engineer,
T. S. M. J. R.

SCHEDULE "C."

TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY.

Branch to Georgian Bay.

Cost of construction as per engineer's estimate, 32 miles		$180,000 00

Capital Account.

Municipal aid	$80,000	
Government aid, $3,000 per mile	96,000	

Company's Bonds.

Net $8,100 per mile	259 200	
Stock $1,000 per mile	32 000	
		467,200 00
Deficit		$13,800 00

MUNDY'S BAY BRANCH LINE.

Approximate Estimate of Cost from Orillia to Mundy's Bay, 32 miles.

ENGINEER'S OFFICE, 10th January, 1872.

1. Orillia to Mundy's Bay, 32 miles	$480,000

Details of Cost.

1. Cost to subgrade, including clearing, fencing, earthwork, &c.	$224,000 00
2. Station buildings, engine houses, turntables, tank houses, sidings, &c.	25,600 00
3. Permanent way, including track iron, track laying, ties, ballast, &c.	211,200 00
4. Engineering superintendence, law, legislation, purchase of right of way, &c.	19,200 00
Total	$480,000 00

C. W. MOBERLY,
Chief Engineer,
T. S. & M. J. R.

Plan shewing the Northern Railway and Branch Lines.
Scale, 6 miles—one inch.

"L."

PROVINCIAL SECRETARY'S OFFICE
January 30th 1872.

SIR,—I have the honour to call your attention to a statement made in your letter to me of the 12th inst., having reference to the application of the Toronto, Simcoe and Muskoka Junction Railway Company for aid from the Railway Fund, to the effect that a deputation, representing the interests of the Company, had received a pledge from Mr. J. S. Macdonald, the leader of the Government then in power, that the Government would supplement the grant for the first section of the line to an amount per mile equivalent to the highest sum allowed in aid of any other railway in a similar location.

I would inquire if it is proposed by the Company to furnish a memorandum, giving the substance of any assurances then made, authenticated by the signature of the gentlemen who composed the deputation.

With reference to the proposed Georgian Bay Branch, I have to inform you that until the Company is in a position to determine upon the route which it will adopt, and to file a plan and profile, with estimates of the costs based upon actual surveys, and further to show in detail its financial basis with respect to the proposed branch, it is impossible for the Government further to consider applications for aid to that section of the Company's road.

The Government is desirous also of informing you that petitions for aid have been presented to His Excellency the Lieutenant-Governor by two other Companies, the Midland and the Grand Junction, both preparing to traverse the same region as would be served by the Georgian Bay Branch of the Toronto, Simcoe and Muskoka Junction Railway Company, and I would therefore make enquiry of you whether, in the event of aid being given to your Georgian Bay Branch, you would be disposed to make traffic arrange-

ments with the other companies, or to grant one or both of these running powers over your line, or whether the objects that you have in view would be satisfied by the procuring of such arrangements and powers from either of the other lines.

I have the honour to be,
Sir, your obedient servant,
PETER GOW.
Provincial Secretary.

To Honourable F. Smith.
President, Toronto, Simcoe and Muskoka Junction Railway Company, Toronto.

"M."

TORONTO, January 31st, 1872.

To the Honourable Peter Gow,
Provincial Secretary.

SIR,—I have the honour to acknowledge the receipt of your communication of yesterday on the subject of the Government aid to the Muskoka Railway. I propose to enclose to you to-morrow a statement of the assurances made by the leader of the late Government respecting an increase of the subsidy to the part of the line between Barrie and Orilla, over the signatures of Messrs. Barnhart, Cumberland, Turner and myself, who composed a deputation representing this company.

With reference to the Georgian Bay branch, I beg to inform you that the last of the complete location plans of this portion of the line were yesterday filed in your office according to law. And that most accurate estimates of cost based upon actual surveys are now in preparation, and will be transmitted at once to lay before the Government for the purpose of this application.

In reply to your enquiry of me whether in the event of aid being given to my company for the Georgian Bay branch, we would be disposed to make traffic arrangements with other companies, or to grant them running facilities over this part of our line, I am authorized to say that we are willing to give equal and similar running powers over the branch between Orilla and Georgian Bay to the Northern, Grand Junction and Midland Railway Companies; and that we are also willing that any dispute as to the equality of these terms or the fairness of their exercise should be referred for settlement to the decision of His Excellency the Lieutenant-Governor in Council.

I may add, that both the Northern and Grand Junction Railway Companies have already expressed their entire satisfaction with an arrangement such as is suggested in your letter; and I have just communicated with the Midland Company in order to ascertain their views on the same point.

From the fact that we are a company for construction, and not proposing for the present to work our lines, no jealousy whatever should exist against us among companies competing for traffic over our line, whereas strong and valid objections might be raised by competing companies against being forced to work over and upon a distinct property of a rival enterprise.

I have the honour to be, Sir,
Your obedient servant,
FRANK SMITH,
President,
T. S. & M. J. R. Coy.

"N"

TORONTO, January 31, 1872.

SIR,—We the undersigned have the honour to state for the information of the Government that we waited upon the Honourable J. S. Macdonald, whilst leader of the late

Government, as a deputation to urge the claims of the Toronto, Simcoe and Muskoka Junction Railway Company, to aid from the Railway Fund of the Province. On that occasion Mr. Macdonald stated that his Government would recommend a subsidy of $2,000 per mile from Barrie to Orillia, and in reply to a pointed question from the President of the Company, he assured the deputation that if a higher rate of aid were to be given to any other railway in a similar location the Government would be prepared to supplement to an equivalent amount the grant to this portion of the Muskoka Railway.

We have the honour to be,
Sir,
Your obedient servants,
FRANK SMITH,
N. BARNHART,
FRED. CUMBERLAND,
JOHN TURNER.

To the Honourable
The Provincial Secretary,
Toronto.

"O"

TORONTO, February 2nd, 1872.

SIR,—I have the honour to enclose herewith a copy of a letter which I have received from the Managing Director of the Northern Railway Company in reference to the proposition that my company should afford equal running facilities over the Georgian Bay branch to every company reaching Orillia. It is to be recollected that the Northern Company is now working in regular traffic to Orillia, and is therefore more immediately interested in the construction and user of this branch than any line merely projected to Orillia. For this reason I respectfully submit that the cordial acceptance by the Northern Railway of the suggestion of the Government, that one company should in the event of receiving aid allow similar running powers over the branch to all railways is most satisfactory and affords a strong argument in favour of a conditional subsidy to this branch.

I also beg to draw your attention to the liberal proposition made by Mr. Cumberland to facilitate the project of the Grand Junction Company by offering them running powers over an expensive portion of their route to Orillia.

I have the honour to be, Sir,
Your obedient servant,
(Signed) FRANK SMITH,
President,
T. S. & M. J. R. C.

To the Honourable
Peter Gow, M.P.P.,
Provincial Secretary,
&c., &c.

"P"

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 5th February, 1872.

SIR—I have the honour to acknowledge the receipt of your letter of 2nd inst., and to inform you, in reply, that the letter of the Managing Director of the Northern Railway Company to which you allude was not therein enclosed.

I have the honour to be, Sir,
Your obedient Servant,
THOS. C. PATTESON,
Assistant Secretary.

Honourable Frank Smith,
&c., &c.
Toronto.

"Q."

TORONTO, February 6th, 1872.

SIR,—I have the honour to enclose to you the letter of the Managing Director of the Northern Railway Company, which was by accident not enclosed in the letter which I sent you on the 2nd instant.

I have the honour to be, Sir,
Your obedient servant,
FRANK SMITH,
Pres. T. S. and M. J. R.,
Per J. D. E.

To the Honourable Peter Gow, M. P. P.,
Provincial Secretary.

NORTHERN RAILWAY OF CANADA,
MANAGING DIRECTOR'S OFFICE,
TORONTO, February 1st, 1872.

To Hon. Frank Smith, Toronto.

MY DEAR SIR,—In answer to your letter of yesterday having reference to running powers over your branch to the Georgian Bay, the same to be equally exercised by whatever other railway companies may seek that terminus, I beg to say that this company will waive whatever claim it may have to an exclusive lease on your line and will be content to be placed on a similar footing with other companies and under such running powers as may be accorded.

With reference to the Grand Junction Company I may say that we should be disposed in the interest of economy and to save the duplication of bridges (to the injury of navigation) to give that company running powers over our line through Mara to Orillia, including the use of our Narrow's bridge, of course on equitable terms of payment.

Referring to your suggestion that the settlement of any disputes, as to the equality of terms between any of the above companies should be referred to the Governor in Council, I must reserve the expression of my opinion, but I have no doubt whatever that there will be no difficulty in accepting any tribunal.

Yours truly,
(Signed,) FRED. CUMBERLAND,
Managing Director.

MEMO.

Petition from 172 persons, inhabitants of the District of Muskoka, for aid to an extension of Toronto Simcoe and Muskoka Junction Railway.

SCHEDULE.

Toronto, Simcoe and Muskoka Railway Supplementary Papers and Correspondence.

February 8th, 1872—Letter from President of Company to Provincial Secretary with detailed estimate of cost.
February 13th, 1872—Letter from Provincial Secretary to President of Company.
February 17th, 1872—Letter from President of Company to Provincial Secretary with copy of lease.
February 19th, 1872—Letter from Provincial Secretary to President of Company.
" " " —Letter from President of Company to Provincial Secretary.
" " " —Letter from do. do. do. do.
" " " —Letter from Provincial Secretary to President of Company.
" " " —Letter from President of Company to Provincial Secretary.

Toronto, February 8th, 1872.

Sir,—In reference to the application now before the Government for aid to the Georgian Bay Branch of the Toronto. Simcoe and Muskoka Junction Railway Company, I have the honour to inform you that the enclosed detailed estimate of cost has been made up by our chief engineer from the results of the actual survey of the line.

The plan and location of this branch is complete, as will appear by the maps on file in your office; and I trust that sufficient information is now in your Department to enable the Government to deal with this portion of the line in the apportionment that may be made of the Railway Fund this Session.

I have the honour in this connection to refer you to the correspondence relating to this branch between the President of the Grand Junction Railway and myself, which, I understand, has been forwarded to you by the former.

I have the honour to be,
Sir,
Your obedient servant,
Frank Smith.
President Toronto, Simcoe and M. J. Ry. Co.

To the Honourable Peter Gow, M.P.P.,
Provincial Secretary, &c. &c.

Toronto, Simcoe and Muskoka Junction Railway.

Mundy's Bay—Branch Line.

Approximate Estimate of Cost.

Orillia to Mundy's Bay..... 32 Miles.

Engineer's Office, 10th January, 1872.

Orillia to Mundy's Bay.....	32 Miles	$480,000 00

DETAILS OF COST.

Cost to subgrade, including clearing, fencing earthwork, &c.....Detail A.		$224,000 00
Station buildings, engine houses, turntables tankhouses and sidings, &c.....Detail B.		25,600 00
Permanent way, including track iron, track-laying, ties, ballast, &c., &c.,....Detail C.		211,200 00
Engineering, Superintendence, law, legislation purchase of right of way, &c.,..Detail D.		19,200 00
		$480,000 00

C. W. MOBERLY,
Chief Engineer.
T. S. & M. J. R.

TORONTO, SIMCOE & MUSKOKA RAILWAY COMPANY.

Orillia to Mundy's Bay.

Approximate Estimate of Cost.

Detail A.—Clearing, Fencing, Bridging, Crossings, Earthwork, &c.

1. Clearing, grubbing, and close cutting.....	$19,200.
2. Fencing (post and board).....	28,000.
3. Bridging.....	10,500.
4. Crossings, cattle guards, &c.....	3,840.
5. Earthwork.....	132,500.
6. Ballast (not included in permanent way).....	16,000.
7. Track ties.....	14,080.
Total.....	$224,120

Say $224,000=$7,000 per mile.

C. W. M.

TORONTO, SIMCOE & MUSKOKA JUNCTION RAILWAY.

Orillia to Mundy's Bay.

Approximate Estimate of Cost.

Detail B.—Station buildings, engine houses, turntables, tank houses, sidings, &c., &c.

1. Passenger and freight houses.....	$10,000
2. Tank-houses.....	1,600
3. urntables.....	1,400

4. Engine houses	1,600
5. Sidings	11,000
Total	$25,600

= $800 per mile.

C. W. M.

TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY.

Orillia to Mundy's Bay.

Approximate Estimate of Cost.

Detail C.

Permanent way, including track-iron, &c., ballast, track-laying, &c.

1. Track iron	$158,976 00
2. Spike, bolts, fish-plate, &c	22,144 00
3. Ballast (not included in Det. A)	21,600 00
4. Labour	8,480 00
	$211,200 00

=$6,600 00 per mile.

C. W. M.

TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY.

Orillia to Mundy's Bay.

Approximate Estimate of Cost.

Detail C.

Engineering, superintendence, law, legislation, &c.

1. Engineering and superintendence	$9,600 00
2. Law and legislation	3,200 00
3. Right of way, &c.	6,400 00
Total	$19,200 00

=$600 00 per mile. C. W. M.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 13th February, 1872.

SIR,—With further reference to the petition of the "Toronto, Simcoe and Muskoka Junction Railway" for aid out of the Railway Fund, I have now the honour to request you to furnish a copy of the lease and other agreements between that company and the Northern Railway.

I have the honour to be,
Sir,
Your obedient servant,

PETER GOW,
Secretary.

The Hon. Frank Smith,
President,
Toronto, Simcoe and Muskoka Junction Railway Company, Toronto.

TORONTO, Feb. 17th, 1872.

SIR,—In reference to your request that I should enclose a copy of all leases and agreements between my Company and the Northern Railway Company, I have now the honour to enclose a certified copy of the lease of 1st April, 1871, which is the only agreement between the two companies.

I have the honour to be, Sir,
Your obedient servant,

FRANK SMITH,
President T. S. & M. J. R. Company.

The Honourable Peter Gow, M. P. P.,
Provincial Secretary, &c., &c.

This Indenture made the first day of April, in the Year of our Lord 1871, between the Toronto, Simcoe, and Muskoka Junction Railway Company, hereinafter called the lessors, of the first part, and the Northern Railway Company of Canada, hereinafter called the lessees, of the second part.

Whereas, by an Act of the Parliament of the Province of Ontario, 33 Vic., Cap. 30, entitled, "An Act to incorporate the Toronto, Simcoe & Muskoka Junction Railway Company," the said lessors were incorporated as a railway company for the purpose of constructing a railway from some point on the railway of the said lessees within the County of Simcoe, to unite the waters of Lake Simcoe with those of Lakes Muskoka and Rosseau through and within the Counties of Simcoe, Ontario and Victoria, with branches and extensions to the Georgian Bay; And whereas, by the said Act it is amongst other things enacted that the said lessors may enter into an agreement with the said lessees for leasing to them, for any period not exceeding 21 years, the railway of the said lessors, and that upon the execution of any such lease the said lessees should be empowered to exercise all the rights and privileges conferred upon the said lessors by the said Act in the working of the said railway; And whereas, the construction of the said projected railway of the said lessors will open up the trade of a large section of territory which it is of importance to the Town of Barrie and the City of Toronto to attract and secure, and which will contribute an entirely new and extensive traffic to the existing line of the said lessees, and thus add to the revenues and value thereof; And whereas, the said lessors, in pursuance of the powers aforesaid are now proceeding with the construction of their railway; And whereas, it is therefore the mutual interest of the said lessors and the said lessees to secure permanent connections between the existing line of the Northern Railway and the projected line of the said lessors, and to accelerate the construction and completion of the said projected line, and to secure thereafter the efficient and profitable working thereof, the said lessees have agreed to enter into an agreement with the said lessors to work their said line for 21 years upon the terms and conditions hereinafter mentioned:

Now this Indenture witnesseth:—

Firstly.—That the said lessors will forthwith, by all reasonable means and resources within their power and control, complete the said line of railway from the point of junction with the Northern Railway upon a location, and in accordance with maps, drawings, and specifications to be mutually agreed upon by the directors of the company of the lessors and the Canadian board of directors of the lessees, and in case of disagreement between the board of directors of the lessors and the Canadian board, for the time being, of the lessees, as to the completion of the said work, it shall be lawful for the board of directors of the lessors to nominate one indifferent arbitrator, and for the Canadian board, for the time being, of the lessees to appoint another indifferent arbitrator who, together with a third to be chosen by them, shall decide as to the said completion of the said works, according to said maps, drawings, and specifications, and shall have, if necessary, power to direct what is requisite to be done to render the same complete, according to the said maps, drawings and specifications.

And it shall and may be lawful for the said lessees, in the event of the said works being insufficiently or incompletely constructed to supply any defects or omissions therein

existing according to the opinion of the said arbitrators, and to charge the costs thereof against the said lessors, and to deduct the same out of any moneys payable to the said lessors hereunder :

Secondly.—In pursuance of the powers mentioned in the above recited Act, the said lessors do hereby agree to lease unto the said lessees the whole of the said railway from Barrie to Washago, and such branches and extensions thereof as may thereafter be constructed under the powers of the said recited Act, and as may be accepted by the said lessees under the provisions as to the leasing of such branches or extensions hereinafter contained, and to place the said lessees in possession thereof from time to time, as, and when completed as aforesaid, so that the said lessees may work the same in such manner as they may deem most profitable and advantageous, and shall collect, receive, and take the tolls, fares, receipts and earnings, in respect thereof: To have and to hold possession of the said railway to Washago when completed as aforesaid, and extensions and branches thereof when completed and accepted by the lessees as aforesaid for the period of twenty-one years, to commence and take effect from the date hereof, yielding and paying half yearly to the said lessors such sum during the first five years of the said term as shall amount to 35 per cent. of the gross receipts arising from the traffic carried over the said railway of the lessors, and during the next five years of the said term 40 per cent. of the said gross receipts, and during the remaining portion of the said term 45 per cent. of the said gross receipts :

Provided always, and it is hereby understood and agreed that the said lessors shall not be entitled to receive, nor shall the said lessees be bound to pay any portion whatever of the said gross receipts, unless and until the said line of the lessors shall have been completed and placed in running order, from the Barrie Junction to the station in or nearest to the Village of Orillia, nor shall the said lessors be entitled hereunder to receive any portion of the said gross receipts of the said line beyond the said station in or nearest to the Village of Orillia, unless and until the said line shall have been completed and placed in running order to a station at or near Messrs. Thomson and Miller's mill at Lake St John, nor shall the said lessors be entitled to receive hereunder any portion of the said gross receipts of the line beyond the said last mentioned station, unless and until the said line shall have been completed and placed in running order to Washago : such portions of the said gross receipts shall be applied by the said lessors ;

First in payment of the interest of the mortgage bonds, authorized to be issued under the said recited Act or any amendments thereto by the said lessors :

Second, In payment of the expenses connected with the management of the affairs of the said lessors, provided that after the year 1872 the said expenses shall not exceed in any one year the sum of fifteen hundred dollars :

Third, In payment of dividends to the shareholders : that the issue to be made of debentures or bonds upon the security of the said railway under the powers of the said recited Act and any amendments thereto shall be made from time to time, with the sanction of the Canadian board of the said lessees and not else, and that the issue thereof upon the security of the said line between Barrie and Washago shall not exceed in the whole a sum equivalent to one thousand eight hundred pounds sterling ($9000) per mile for every mile thereof actually under construction, and such issue shall only be made from time to time in the ratio of the value of the works actually executed as shown by the certificate of the Engineer :

That the interest of the said Debentures, so to be issued by the lessors, shall be made papable at the offices and agencies of the said lessees, and the said lessees hereby agree to pay the interest of the said Debentures as the same shall fall due, and at their offices and agencies as aforesaid, and the productions by the said lessees of the interest coupons of the said Debentures so paid and redeemed from time to time as aforesaid, shall be taken and received by the said lessors in payment or part payment of the portion of gross receipts to be paid to the said lessors, as rental for the line as aforesaid.

In the event of the said proportions of the gross receipts being insufficient in any one year to pay the interest upon the said Mortgage Bonds and the said expenses of management, the deficiency shall be advanced and paid by the said lessees, who shall be entitled to retain the amount so advanced out of any surplus thereafter coming to the said lessors hereunder, and until such advance shall be repaid, the said Lessees shall be entitled to charge the said Lessors with interest thereupon at the rate of 6 per cent.

The said Lessees do hereby agree and become bound to provide the necessary locomotive engines, rolling stock, and other equipments necessary for the proper and efficient working of the said road so soon as the same shall have been completed as before specified, and shall also supply all the fuel and all other materials and things required for the same, and shall also during the continuance of these presents, work the said road and efficiently keep in order and maintain the same.

That the said Lessees shall have, during the continuance of this Lease, entire control and management of the said Road herein leased as well in regard to the regulating and settling from time to time the amounts and rates of tolls, fares, freight, and other charges to be paid, collected, or taken thereon, and the mode of collecting and receiving the same, as also all other matters and things in any way touching, or concerning, or incident to the using, operating, and working of the said railway, and the development of its traffic and all the Charter powers of the said Lessors so far as the same can be transferred and are applicable shall relate, and extend to the working of the said line and said branches and extensions during the term of this lease.

It is however distinctly understood and agreed that the tariff for passengers and freight over the said road by the lessors shall be relatively the same as that in operation from time to time, upon and over the railway of the said lessees.

Provided however that the said lessees shall not be entitled during the months of November, December, January, and February in each year to levy or receive upon cordwood conveyed over the line of the lessors, and over the line of the said lessees from the line of the lessors to the City of Toronto, more than the then tariff rate chargeable by the lessees for the carriage of lumber over the line of the lessors.

It being hereby understood and agreed that the station at Barrie belongs for the purpose of this clause to the line of the lessees. The said lessees shall make and keep separate and accurate accounts of the traffic and receipts over the said road of the said lessors, and on the first days of the months of April and October in each year, or at such other convenient date as may be mutually agreed upon by the parties hereto the said lessors and the said lessees shall severally appoint an auditor to examine the same, who shall if they deem it necessary have free access to and liberty to investigate, inspect, and take copies of the books and vouchers of the said lessees at any station or office on either line, so far as they relate to the traffic in this lease referred to, and in the event of any difference arising in the adjustment of such half-yearly accounts between the said two auditors they shall appoint some third person as referee between them, and the decision of such referee shall be binding upon all parties, and in computing the earnings upon such traffic as may be common to both roads the rate charged thereupon shall be credited to each road in proportion to the respective mileage over which the said rate shall have been charged.

In the event of the said lessees constructing any new or additional works, or improving or reconstructing the then existing works of the said road upon a higher or more permanent standard than required by the original specifications hereinbefore referred to, the said lessees shall be entitled, provided that the specifications for the same shall have been first approved of and the additional works sanctioned by the said board of directors of the lessors, to charge the additional or extra amount so expended as an advance of additional capital to the said lessors, which amount shall be ascertained at the close of each year, and thereafter the same shall bear interest at the rate of 6 per cent., and may be retained by the said lessees out of any monies coming to the said lessors under this lease after the payment of the interest upon the said mortgage bonds and the expenses of management as aforesaid, and at the expiration or other sooner determination of this lease, the principal so expended or the unpaid balance thereof shall be repaid to the said lessees who shall be entitled, until payment thereof, to retain possession of the said road, or in the event of a renewal of this lease, then the terms of payment shall thereby be provided for and agreed upon. In the event of the Canadian board of lessees requesting the sanction of the lessors to any new or additional works or improvements upon the ground that the same are essential to the proper working of the traffic of the line of the lessors, and shall prepare and present specifications and estimates for the same, and the lessors shall thereupon refuse or neglect to sanction the same, then it shall be lawful for the lessees to appoint one indifferent person, who, together with another to be appointed by the lessors, who, together with a third to be chosen by them, shall decide whether the proposed works are essential to the proper working of the traffic of the said line, and whether the same,

if constructed by the lessees shall be chargeable against the lessors in manner hereinbefore mentioned. In the event of the railway of the lessees being purchased by, leased to, or amalgamated with any other company, the lessors shall have liberty to give 6 months' notice to the lessees and thereby determine this lease and the provisions thereof, and upon such determination of this lease, it shall be the duty of the lessees or their assigns to grant and allow immediately thereafter full running powers and facilities over the line of the said lessees for the engines and rolling stock of the lessors, and for the proper working of the traffic of the line of the lessors over the line of the lessees upon such terms, conditions, and arrangements as may be mutually agreed upon. And in case of disagreement as to such terms, conditions, and arrangements, then it shall be lawful for the lessors to appoint one indifferent person who, together with another to be appointed by the lessees or their assigns, who together with a third, to be chosen by them, shall settle and determine the said terms, conditions, and arrangements.

The said lessees hereby agree to furnish the directors and the chief officers of the company of the lessors with free transit over and upon the railway of the lessees and the line of the lessors hereby leased. The lessees agree to maintain the said line of railway from the time of the completion thereof and the transfer of possession to the lessees during the whole of the said term in good order and to deliver the same, at the expiration of the said term to the said lessors in as good plight and condition as the same shall be received by the lessees at the commencement of said term, reasonable wear and tear excepted.

It is hereby agreed between the said lessors and the said lessees that in case of the further extension of the line of railway of the lessors under existing or additional Legislative powers, then, in case the said lessees shall so agree, the terms of this lease shall be applied as nearly as the circumstances of the case will permit to the leasing of the said extension or branches by the said lessees; and in case the said lessors and the said lessees fail to agree as to terms and conditions of the lease of said extension or branches, then it shall be lawful for the said lessors to nominate one indifferent arbitrator, and for the lessees to appoint another indifferent arbitrator, who, together with a third to be chosen by them, shall decide as to the terms of the said lease, having regard to the provisions hereof so far as may be possible; and it is hereby agreed between the parties hereto in respect of all the provisions hereinbefore contained for arbitration in case of disputes between the said lessors and the said lessees, that the decision of the majority of the arbitrators shall be binding, and that should either of the said parties in any such case refuse or neglect to appoint a referee or arbitrator within 20 days after notice in writing for that purpose from the other party, then the decision of the referee or arbitrator appointed by the party so giving notice shall be binding on both parties.

In witness whereof the parties hereto have hereunto caused to be affixed their corporate seals on the day and year above written.

(Signed) FRANK SMITH,
President T. S. and M. J. Railway.

(Signed) WM. F. MUNRO, [L.S.]
Secretary T. S. and M. J. Railway.

(Signed) JOHN BEVERLEY ROBINSON,
President N. R. C.

(Signed) THOMAS HAMILTON, [L.S.]
Secretary R. N. C.

We certify the foregoing to be a true copy of the existing lease between the Toronto, Simcoe and Muskoka Junction Railway and the Northern Railway of Canada.

THOS. HAMILTON, [L.S.]
Secretary N. R. C.

WM. F. MUNRO, *Secretary*, [L.S.]
T. S. and M. J. Railway.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 19th February, 1872.

SIR,—I have the honour to request you to furnish a statement of the amount actually paid up of your railway stock to the 17th inst. inclusive.

You will be good enough to answer by bearer.

I have the honour to be.
Sir,
Your obedient servant,
(Signed) PETER GOW,
Secretary.

Hon. Frank Smith,
President Toronto, Simcoe and Muskoka Railway, Toronto.

TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY.
TORONTO, 19th Feb., 1872.

SIR,—I have this moment received your letter of this date relative to the amount paid up on the stock of this company up to the 17th inst., inclusive. As I have not immediate personal access to the books I am obliged to seek the required information from our officers, which I will do at once, and, if possible, send you an answer this afternoon, at any rate by to-morrow morning early.

I have the honour to be, Sir,
Your obedient servant,
FRANK SMITH,
President.

Honourable Peter Gow,
Provincial Secretary.

TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY,
CONSULTING MANAGER'S OFFICE,
TORONTO, 19th February, 1872.

SIR,—With further reference to your letter of this date, I now have the honour to state that the total sum paid up to, and inclusive of, the 17th inst., on the subscribed capital stock of this company is ($24 800) twenty-four thousand eight hundred dollars. Our system is to call up payments on stock at the rate of one thousand dollars per mile of line constructed. Our line is opened to Orillia twenty-two miles, and we are proceeding with the grading of the next division for which the remainder of the calls will be made during progress and so on in regard to whatever additional mileage of line we shall construct under our Act.

I may avail of this opportunity for stating that £61,200 sterling (say $297,840) of the debentures of the company have been realized on, and that the actual outlay on works of construction to this date amounts, by the books of the company, to $347,498.33.

I have the honour to be, Sir,
Your obedient servant,
FRANK SMITH,
President.

The Hon. Peter Gow,
Provincial Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 19th February, 1872.

SIR.—With further reference to the petition of the Toronto, Simcoe and Muskoka Junction Railway Company for aid, I have now the honour to request you to furnish, without

delay, a statement of the bonds of that company that are sold, with the date of sale and amount realized therefrom.

I have the honour to be, Sir,
Your obedient servant,
PETER GOW,
Secretary.

To the Hon. Frank Smith,
President,
Toronto, Simcoe and Muskoka Junction Railway Company, Toronto.

TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY,
TORONTO, February 19th, 1872.

SIR,—In reference to your second letter of this date on the subject of the issue of the bonds of this company, I have the honour to state that bonds have been issued to the face value of £61,200 sterling (sixty-one thousand two hundred pounds sterling and have been hypothecated in London, England, to secure an advance to the extent of 65 per cent. of their par value. The proceeds of this advance is $193,596. This company decided not to make an absolute sale of their bonds until its amalgamation with the North Grey Railway Company, and we now confidently anticipate being able to redeem the bonds so hypothecated by the issue at an advanced price of bonds of the amalgated company. For this issue provision has been made in the Act for amalgamation, already passed to a third reading at the present session of the Ontario Legislature.

I have the honour to be, Sir,
Your obedient servant,
FRANK SMITH,
President.

To the Hon. the Provincial Secretary,
&c., &c., Toronto.

PAPERS

Respecting the "London, Huron and Bruce Railway Company's application for aid, presented to the Legislative Assembly by command of His Excellency the Lieutenant Governor.

Toronto, 7th February, 1872.

SCHEDULE OF CORRESPONDENCE AND PAPERS.

1st Feb'y..... A—Letter from Secretary of the Company to Provincial Secretary, with
Memorial.
Estimate of cost of construction.
Estimate of Traffic.
List of subscribers.
Resolution of Directors and Report of Delegation.
By-law granting bonuses.
Financial Statement.
Plan.

6th Feb'y.....B—Letter from Provincial Secretary to Secretary of Company.

"A"

London, Huron and Bruce Railway,
London, February 1st, 1872.

To the Honourable the Provincial Secretary for Ontario,
Toronto.

Sir,—I have the honour to send you within memorial from the London, Huron and Bruce Railway Company, and to request you will present it to His Excellency the Lieutenant-Governor.

I have the honour to be, Sir,
Your obedient servant,
Thomas Churcher,
Secretary.

To His Excellency The Honourable W. P. Howland, Lieutenant-Governor of the Province of Ontario, in Council.

The Memorial of the London, Huron and Bruce Railway Company

Respectfully Sheweth—

That your memorialists were incorporated by an Act of the Parliament of the Province of Ontario, 34 Victoria, Cap 42, with power to construct a railway from the City of London to some point in the Township of Stanley or Tuckersmith, in the County of Huron, with power to extend the same to Goderich or Kincardine or both, or to some other point or points on Lake Huron.

That your memorialists decided to build said railway from London, by way of Exeter and Brucefield, to Clinton, and thence by way of Wingham, in the Township of Turnbery, to Kincardine, but in the month of August last it was agreed, by resolution of the Toronto, Grey and Bruce Railway Company and your memorialists, that the two companies should form a junction at Wingham, and have but one line built from thence to Kincardine, which should be used by both companies.

Your memorialists, believing that their line of railway comes within the meaning of the Act in aid of railways, request that you may be pleased to aid them in the construction of said railway, by a grant under the provisions of said Act.

The grounds upon which a grant from the surplus fund is asked for are:

1st. The extensive area of country that will be benefitted.

2nd. That although it is perhaps the finest farming section of Ontario, it is still but thinly settled, and has not much accumulated capital other than is invested in farm stock, and that therefore a good part of the capital required to build the road must be obtained outside of the country served by it.

3rd. That to attract this capital, the Government grant is indispensable; that if granted the road will be built, and will so rapidly develop the resources of the country and attract population that it will at an early time return the whole amount of the grant to the finances of the country.

The road will give an amount of accommodation to the Counties of Bruce, Huron, Middlesex, and Elgin, that cannot be afforded by any other scheme, it will give to the western part of Ontario a similar accommodation to that which the Northern Road gives to the eastern part; it will connect with the Port Stanley Railroad, thus connecting lakes Huron and Erie at Wingham; it will unite with the Toronto, Grey and Bruce Road, so obtaining access to Owen Sound, and thus completing a most important railway system for the western part of Ontario, namely, north to south from Georgian Bay to Port Stanley on Lake Erie, west to east from Kincardine on Lake Huron to Toronto on Lake Ontario.

The estimated cost of the road is based upon a careful examination of the whole line of the road from London to Kincardine, by T. W. Dyas, civil engineer and P. L. S., and afterwards examined by Allan M'Dougall, chief engineer, North Grey Railroad, by direction of Mr. E. Wragge, the engineer of the Toronto, Grey and Bruce Road; Mr. Wragge's estimate slighty exceeds Mr. Dyas', and is here given.

Estimate of cost of construction of the London, Huron and Bruce Railroad, by Edmund Wragge, Chief Engineer of the Toronto, Grey and Bruce Railway.

Grading per mile, $7,500 c. y. 20 cts	$1.500 00
Clearing and grubbing	120 00
Right of way, 10 acres @ $40	400 00
Ties, 2,200 7-6 long, 18 cts	396 00
Ballast, 2,000, c. y. 30	600 00
Bridges and culverts	500 00
Rails, 30 lbs. to the yard, 47 tons, $50	2,350 00
Fastenings, 3 " 75	225 00
Track-laying	300 00
Fencing, 640 rods @ $1.25	800 00
Siding	500 00
Stations and work-shops	500 00
Engineering	750 00
Directors' fees and offices	200 00
Road crossings	150 00
	$9,291 00
Contingencies, 10 per cent	929 00
Rolling stock	1,750 00
	$11,970

It will be necessary, on account of the rise in the price of iron, to increase this estimate.

The estimate of traffic is much less than that of the Toronto, Grey and Bruce, Mr. Wragge has therefore adopted lighter rails, superstructure and rolling stock for the London, Huron and Bruce Road, which, coupled with the unusually level and favourable country throughout the line, admits of an estimate $3,000 per mile less than the cost of the Toronto, Grey and Bruce Road.

Estimate of Traffic.

There is now a considerable passenger traffic between London and Exeter, notwithstanding the tediousness and fatigue attending it. There are, in addition to the other modes of travel, three stage coaches daily each way. They leave Exeter at four and five o'clock in the morning, notwithstanding they are all invariably filled, and frequently each carries eighteen and twenty passengers.

Taking therefore this existing amount of travel and the invariable increase attending the introduction of railway facilities, a passenger traffic of three times the present traffic may be expected ; but taking the number at only 200 per diem, and charging an average of fifty cents for each passenger, we gain an income of thirty thousand dollars per annum upon this thirty-two miles of road from London to Exeter.

Beyond Exeter the means to reach London are circuitous and expensive, but if Wingham should be brought within three hours and Kincardine within four hours by rail to London, it is reasonable to assume that a passenger traffic corresponding to that between Exeter and London would immediately follow.

The passenger traffic of the Northern Railway produced in 1870, $172,190\frac{96}{100}$. We estimate the passenger traffic of the London, Huron and Bruce, based upon the existing travel between London and Exeter, at $90,000.

The proportion of freight to passengers is usually two and three to one to the passenger earnings.

We estimate it will be equal on the London, Huron and Bruce Railway, giving for passengers per annum	$90,000 00
Freight	90,000 00
Total	$180,000 00

Progress of the Company.

The first meeting to consider the project of a railroad from London to Kincardine, or Southampton, was held in London on the 22nd November, 1870. On the 30th of the same month, a large committee of citizens of London was formed to take charge of the matter.

The charter of incorporation was obtained in the February following, so that from the first inception of the scheme until now only fourteen months have elapsed.

In that time the company have had to mature their plans and place them before the country

Their proposals have been most favourably received along the whole line.

The City of London has ratified a by-law granting a bonus of	$100,000 00
The Township of London	15,000 00
The Township of Usborne	25,000 00
The Township of Stephen	17,500 00
The Township of Hay	15,000 00
The Village of Clinton	10,000 00
The Township of Hullett	15,000 00
The Township of East Wawanosh	18,000 00
The Village of Exeter has voted	6,000 00
	$221,500 00

The subscriptions to the capital stock are $80,100

There are no special conditions in any of the by-laws granting bonuses, but the company has given to all the municipalities, except the City of London, an agreement to expend their respective grants on works of construction in their municipality or the adjoining one.

Your memorialists have good reason to believe that the following municipalities will grant bonuses to the amount named when applied to:—

McGillivray	$15,000	Goderich	$10,000
Biddulph	10,000	Morris	10,000
Stanley	15,000	Turnberry	10,000
Tuckersmith	10,000		

and we have had many offers of free right of way and land for stations, &c., which we estimate will amount to $10,000.

The subscriptions to the stock are all *bona fide* subscriptions, the parties are all persons of responsibility for the amount subscribed by them, and we expect the whole amount of $100,000 will be subscribed in a short time.

The provisional directors believe that no other railway has made so much *bona fide* progress and achieved so much success in so short a space of time, and they most respectfully submit that the public merits of the scheme set forth in this memorial, and the present position of the company fully entitle it to a grant from the fund in aid of railways, and they have no doubt they will be able, with such grant and the issue of bonds, as by their charter they are empowered to do, to build and equip their road.

And your memorialists will ever pray, &c., &c.

Signed on behalf of the memorialists.

JOHN BIRRELL,
President.
THOS. CHURCHER,
Secretary.

List of subscribers to the capital stock of the London, Huron and Bruce Railroad.

NAME.	NUMBER OF SHARES.
John Birrell	100
E. W. Hyman	100
E. Harris	100
Alexander Johnston	40
George Moorhead	10
Honourable J. Carling	100
E. Adams & Co.	40
Crofts, Powell & Co.	10
John Plummer	10
Cowan & Wright	10
Thos. Beattie & Co.	10
T. Thompson	100
J. Atkinson	40
Thos. Churcher	20
Smith, Chapman & Co.	20
Laing, Sutherland & Co.	20
Bishop of Huron	20
A Chisholm & Co.	20
William Farris	2
J. Dyas	2
B. A. Mitchell	10
R. Brummett	4
Green, Peters & Co.	40
R. S. Murray	10
L. C. Leonard	10
R. Reid	20

G. M. Gunn	4
R. F. Bullen	2
Alex. Tytler	2
J. J. Spettigue	4
Joseph Jeffrey	2
John Williams	20
M. Knowlton	2
H. C. Green	5
W. K. Kains	2
W. J. Reid & Co	10
John Mills	2
William Robinson	2
T. W. Smart	2
Daniel Regan	1
J. E. Baker	2
M. Anderson	10
Alfred Rowland	2
Fred Rowland	20
L. Gibson	2
H. D. Cameron	2
N. Cronyn	10
Charles Hutchinson	4
J. W. Peddie	2
William H. Elson	2
John Campbell	4
J. Ashton	2
D. Sterling	2
E. Plummer	2
Winnett & Son	5
Thos. Green	2
John Elson, Junior	2
Thomas Pearson	2
E. A. Taylor & Co	1
J. Shanly	3
William Dodson	2
James Smith	2
T. & J. Morrison	2
James Seale,	10
Henry Briant	20
Henry D. Long	4
Samuel Stewart	2
Josiah Blackburn	10
J. M. Cousins	10
J. H. Flock	10
William McCandless (Ilderton)	1
Isaac Carling, Exeter	20
James Pickard "	40
Thomas Greenway, Devon	10
Thomas Trivett, Centralia	10
William Drew, Exeter	5
Thomas Filton "	6
John Greenway "	2
William Fanson "	2
James N. Howard "	2
T. A. McConnell "	2
Joseph Bawden "	2
Edred Drew "	3

David Johns, Exeter	2
Alex. G. Dyer "	1
Robert Sanders "	1
Charles Southcott "	1
Charles Eaerett "	1
George Samuel "	2
R. Pickard "	1
A. D. Freeman "	2
H. B. Wenans "	1
John Trick "	1
C. & L. Gidley "	1
Thos. Gidley "	2
George Harwood "	2
R. Standtake "	2
B. N. Elliott "	2
S. Saunder, "	1
Charles Eilber, Crediton	2
Kent & Wilson, Wingham	10
Archibald Fisher "	5
McCullough & Flack "	3
Thomas L. Joble "	2
John Gregory "	5
Joseph Resden "	1
Hiram Lewry "	1
Thomas Abraham "	1
Thomas Farrow, Bluevale	2
Samuel Calbee, Wingham	4
Samuel Armstrong "	2
William Morrison "	2
Donald Robertson "	2
Walter Allison "	2
Cornelius G. Bell "	2
William Sloan, Blyth	4
D. B. McKenion "	4
R. Holmes "	1
H. D. Hammond "	4
John Melands, Londesbro	2
R. W. Marks, Brucefield	2
John McIntosh "	2
William Scott "	1
Duncan Cameron "	1
Robert Millis "	2
N. Munro "	2
J. M. Cousins "	10
John B. Smyth, London	10
John McClary "	20
Oliver M'Clary "	20
John Walker "	10
John Elliott "	20
James Southcott "	2
Elliot Bros	20
Charles B. Hunt	20
A. E. Pavey	10
John Peters	5
John Ritchie, Blyth	1
Robert Kerr "	1
Patrick Kelly "	5

Alfred Browne, Blyth	4
Patrick Mahon "	1
Elisha Mitchell "	1
E. Beltz, London	5
Wm. McDonough	10
G. G. Magee	10
J. Beaton	2
H. L. Murray	5
J. Elliot	10
E. Rowland	3
W. Rookes	10
R. Cook	2
J. Denton	5
J. G. Mackintosh	10
T. Thompson	50
J. Atkinson	20
R. Lewis	10
D. C. Macdonald	10
	1,602
$50 per share	$80,100 00

(Copy)

LONDON, HURON AND BRUCE RAILWAY COMPANY.

FINANCIAL STATEMENT.

Estimated cost of construction including equipment (per engineer and Mr. Wragge's report) from London to a point of junction at Wingham with the Toronto, Grey and Bruce Railway Company.

70 miles at $12,000 per mile	$840,000	
Add $1,000 per mile for increased cost of iron, labour, &c	70,000	
		$910,000 00
Bonuses voted, City of London	$100,000	
Township of London	15,000	
Stephen Township	17,500	
Usborne Township	25,000	
Exeter Village	6,000	
Hay Township	15,000	
Clinton Village	10,000	
Hullett Township	15,000	
East Wawanosh Township	18,000	
		$221,500 00
		$688,500 00
Add half of cost of joint road from Wingham to Kincardine after deducting grant from the Government and municipal bonuses		90,000 00
Add discount on debentures		20,000 00
Carried forward		798,500 00

To meet this it is expected that the following bonuses will be carried as soon as the aid from the Government is assured, viz:

Biddulph Town'p,	10,000	Tuckersmith,	10,000
McGillivray "	15,000	Goderich	10,000
Stanley "	15,000	Morris	10,000
		Turnberry	10,000
	40,000		40,000
Forward			80,000

Brought forward		798,500 00
Bonuses brought forward	80,000	
Government grant London to Wingham, 70 miles at $3,000 per mile	210,000	
Grants of right of way, etc	10,000	
Minimum subscription of stock	100,000	
Bonds (authorized under charter $400,000) say	398,500	$798,500 00

(Copy)

Resolution passed at a meeting of the Directors of the Toronto, Grey and Bruce Railway Company held on 2nd August, 1871.

Moved by Mr. B. H. Dixon, seconded by T. H. Medealf, and resolved:

That this company having heard the views of the Directors of the London, Huron and Bruce Railway Company as expressed by the deputation present to-day, approves of the proposal that the two companies should join interests, the Toronto Company owning the road from the junction at some point in South Bruce or North Huron to Kincardine, and both companies using it on terms, the details of which are to be afterwards decided upon by the two companies, provided the necessary bonus be voted, and that such an union would meet with the approval of the people of the counties or townships interested.

Certified as correct,
(Signed) W. Sutherland Taylor,
Secretary-Treasurer.

Extract from Minute book.

Report of the delegation from the provisional directors to Toronto.

The secretary, on the part of the committee, reported that the delegation appointed by the board to meet the Directors of the Toronto, Grey and Bruce line proceeded to Toronto on the 25th August, and met a large deputation from the Counties of Huron and Bruce, with the Directors of the Toronto Company, it was agreed by all parties present that the Toronto Company should build their line from Mount Forest through Howick to Wingham, and that the road should unite at Wingham and proceed by Lucknow to Kincardine, that the road from Wingham to Kincardine should be known by the name of the Toronto line, that the bonuses promised by the townships with the Government subsidy for the same portion of the road should be applied to the construction of the road, and that the two companies should bear any further costs for construction in equal proportion, and that the London Company should have equal running rights over the road for all time; that the expense of repairing the road should be done *pro rata* to the traffic done.

Moved by Isaac Carling, seconded by J. Blackburn, "that this board having heard the report of the deputation to Toronto, and the resolution of the Toronto, Grey and Bruce Company with regard to the amalgamation of the two roads from Wingham to Kincardine, hereby confirm the same."

Extracted from Minute book of the London, Huron and Bruce Railway Company, August 29th, 1871.

Certified a correct copy,
(Signed), Thos. Churcher,
Secretary.

Memo.

Attached form of by-law granting bonus the same as used by all municipalities granting bonuses to railways.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 6th February, 1872.

SIR,—Adverting to the petition of the "London, Huron and Bruce Railway Company" for aid from the Railway Fund, I have the honour to inform you that proof must be furnished that, at least, the minimum amount of stock upon which this company is authorized to commence operations has been subscribed in good faith, that the route has been settled by actual survey, the cost ascertained by estimates based upon such survey, and these estimates, with plans and profiles of the road submitted to the Government before further consideration can be given to their application.

I have to add that upon receipt of this information it will probably be necessary to make some further requisitions upon the company.

I have the honour to be, Sir,
Your Obedient Servant,
PETER GOW,
Secretary.

Thos. Churcher, Esq., Secretary.
London, Huron and Bruce Railway Company.

SCHEDULE.

London, Huron and Bruce Railway, Supplementary Papers and Correspondence.

9th February, 1872.—Letter from Secretary, London, Huron and Bruce Railway to Provincial Secretary.
12th February, 1872.—Letter from Provincial Secretary to Secretary, London, Huron and Bruce Railway.
16th February, 1872.—Telegram from Provincial Secretary to Secretary of Company.
— February, 1872.—Letter from Secretary, London, Huron and Bruce Railway to Provincial Secretary.
16th February, 1872.—Letter from Secretary, London, Huron and Bruce Railway to Provincial Secretary.

(Copy)

LONDON, HURON AND BRUCE RAILWAY,

LONDON, February 9th, 1872.

SIR,—In answer to your letter of the 6th inst.. I am instructed by the board of directors of the London, Huron and Bruce Railway Company to submit most respectfully:

That on account of the short time that has elapsed since the first projection of the road, it was not possible for the board to effect all the work mentioned in the requisitions of Government, but that in what has been done, namely, the amount of stock subscribed, the bonuses secured, and the examinations made of the whole line, the directors have been so far successful that they are prepared to make the actual survey with the plans, profiles, and estimates required by Government:

That encouraged by the assurances of the late Government, the directors have expended out of their own private funds nearly $6,000 in bringing their enterprise to its present position—a sufficient proof of their ability and intention to carry it through. As it is impossible in the short time that remains for Parliament to sit to have the actual survey, &c. made in time for this Session, they therefore request that the Governor in Council should recommend that a grant of $2,000 per mile, to be given to aid them in the construction of their road, subject to the directors complying with the requirements of the law, or on such terms as may be deemed proper, only that the same may be presented to the House for their approval before the present Session closes.

I have the honour to be, Sir,
Your obedient servant,
THOS. CHURCHER,
Secretary.

To the Honourable Peter Gow,
Provincial Secretary.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,

TORONTO, 12th February, 1872.

SIR,—I have the honour to acknowledge the receipt of your letter of the 9th inst., and with reference to the statement therein contained, that the directors of the London, Huron,

and Bruce Railway Company, encouraged by the assurances of the late Government, had taken certain action, have to inform you that the Government requires a written statement of any verbal assurances alleged to have been given by the late Government which must be authenticated by the signatures of the gentlemen to whom these assurances were given.

You will be good enough to give an immediate reply.

I have the honour to be, Sir,
Your obedient servent
PETER GOW,
Secretary.

Thomas Churcher, Esquire,
Secretary,
London, Huron and Bruce R. R. Co., London.

MONTREAL TELEGRAPH COMPANY,
16th February, 1872.

To Thomas Churcher, Secretary, London, Huron and Bruce Railway Company:

Reply to my letter, 12th instant, required at once.

PETER GOW,
Secretary.

MONTREAL TELEGRAPH COMPANY,
16th February, 1872.

From London,
To Honourable Peter Gow.

Will answer your letter to-morrow. Delay caused by absence of some of the parties whose signatures are required.

THOMAS CHURCHER,
Secretary.

LONDON, HURON AND BRUCE RAILWAY,
LONDON, February —, 1872.

Hon. Peter Gow, Provincial Secretary:

SIR,—In reply to your letter of the 12th inst., I have the honour to inform you that the undersigned gentlemen, Provisional Directors of the London, Huron and Bruce Railway Company, waited upon the Attorney General J. Sandfield Macdonald, by appointment, in June last, and were introduced by Honourable John Carling, to present their application for a grant from the Surplus Fund, in aid of their road. After listening to the statements laid before him, the Attorney General very carefully read the Act in aid of Railroads to the undersigned, and said the Government could not go outside the Act, that it appeared to him, inasmuch as the proposed road pointed to a connexion of Inland Waters, it would meet one of the conditions of the Act, that so soon as the road was ready for the rolling stock no Government could refuse it the minimum subsidy of $2,000 per mile; and he further promised that when 25 miles of the road were built, the Government would give the company $50,000; that when a second 25 miles were built, another $50,000 would be given, and so continue to pay the company until the whole line was constructed.

Encouraged by these assurances the directors have incurred the expenses mentioned in my previous letter, and have prosecuted their enterprise with the satisfactory amount of success set forth in their memorial.

I have the honour to be, Sir,
Your obedient servant,
THOS. CHURCHER,
Secretary.

We the undersigned, certify that we were present at the interview above mentioned, and that the statements herein made are correct.

JOHN BIRRELL,
President.
M. ANDERSON.
CHAS. P. SMITH.
THOS. CHURCHER,
Secretary.

LONDON, HURON AND BRUCE RAILWNY.

LONDON, February 16th, 1872.

Honourable Peter Gow,
Provincial Secretary.

SIR—I have the honour to inform you that the whole amount of the stock, one hundred thousand dollars, is now subscribed.

The deposit of twenty per centum thereon called in, and the shareholders will be notified to meet for the election of the board of directors without delay.

I have the honour to be, Sir,
Your obedient servant,
THOS. CHURCHER,
Secretary.

PAPERS

Respecting the Sault Ste. Marie Railroad and Bridge Company's application for aid, presented to the Legislative Assembly by command of His Excellency the Lieutenant Governor.

Toronto, 7th February, 1872.

SCHEDULE OF CORRESPONDENCE AND REPORT

Sault Ste. Marie Railroad and Bridge Company.

January 15th, 1872.

1 A—Letter from F. W. Cumberland, M.P.P., with petition from inhabitants of District of Algoma.

(Copy.) "A" 1.

Toronto, January 15th, 1872.

Dear Sir,—I have the honour to transmit a presentation to His Excellency the Lieutenant-Governor, from certain inhabitants of the district of Algoma, praying that aid may be given to any company undertaking the construction of a railway through that district.

I have the honour to be,
Sir,
Your most obedient servant,
Fred. Cumberland

To the Honourable
The Provincial Secretary,
Toronto.

(Copy.) "B" 2.

To the Honourable William Pearce Howland, C. B., *Lieutenant-Governor of Ontario in Council assembled*:

The petition of the undersigned inhabitants of the District of Algoma,

Humbly sheweth.

That knowing a Charter has been granted anthorizing the construction of a railroad to connect Sault Ste. Marie with the projected railways in the Province of Ontario, at or near Lake Nipissing; your petitioners, for the purpose of promoting the early construction of the same, humbly pray that, as no municipal power exists throughout the wh le District of Algoma, to grant aid to railway companies, as is the case in the older settled Counties of Ontario, and as the projected line of said railway, through the District of Algoma, is about 180 miles in length, and embraces a vast amount of ungranted Crown Lands at present wholly valueless, a large portion of which lands would on the completion of the

railroad at once become available for settlement and necessarily greatly enhanced in value.

Your petitioners therefore pray, that your Excellency may be pleased for the purpose of aiding such railroad to grant alternate sections of the public lands along the line, in order to assist and induce any good and solvent company working under aforesaid charter to immediately undertake the work.

And your petitioners will ever pray, &c., &c., &c.

Manitoulin Island,
November 27th, 1871.

Number of names attached to the petition is twenty-two.

RETURN

To an Address to His Excellency the Lieutenant-Governor, praying that he will cause to be laid before the House, Papers respecting the Ottawa, Vaudreuil and Montreal Railway Company's application for aid.

By Command.

PETER GOW.

Secretary.

Provincial Secretary's Office,
Toronto, 7th February, 1872.

SCHEDULE OF CORRESPONDENCE AND PAPERS.

The Ottawa, Vaudreuil and Montreal Railway.

1872.

26th January.....A. Letter of T. C. Keefer, Vice-President of Company, to Provincial Secretary with
1. Petition of Company for aid.
2. Map of proposed route.

B. Acknowledment of above.

C. Letter of E. T. Dartnell, enclosing petition of company.

D. Acknowledgment of above.

30th January... E. Letter of Provincial Secretary to Vice-President.

"A"

Toronto, January 26th, 1872.

Sir,—I have the honour herewith to transmit the petition of the Ottawa, Vaudreuil and Montreal Railway Company for aid in the construction of their railway, accompanied by a map to illustrate the same.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) Thos. C. Keefer,
Vice-President O. V. & M. R. R.

Hon. Peter Gow,
Provincial Secretary,
Ontario.
Toronto.

(Copy)

1

To His Excellency the Lieutenant-Governor in Council :

The petition of the Ottawa, Vaudreuil and Montreal Railway Company

HUMBLY SHEWETH :

1. That your petitioners are a company empowered to construct a railway from the City of Ottawa, upon the Ontario side of the Ottawa River, to the most eastern boundary of this Province (and upon the most direct route between the Cities of Ottawa. and Montreal), thence through the County of Vaudreuil in the Province of Quebec, to the line of the Grand Trunk Railway, at a point only 24 miles from Montreal, the nearest which can be obtained without bridging the Ottawa River.

2. That more than two-thirds of this line of railway will be in Ontario, at a distance of about forty miles from the Grand Trunk, and nearly parallel with the same. By this location no portion of the intervening townships will be more than twenty miles from a railway ; and the line of your petitioners, while forming the best through route to Montreal, will serve the largest number and the greatest interests which can be served by any one railway in this section of Ontario, north of the Grand Trunk Railway.

That portion of Ontario, east of Ottawa, is a peninsula less than fifty miles in width between the St. Lawrence and Ottawa Rivers, and in the townships fronting upon these rivers, (which have only one back township in rear of each) are to be found the centres of business, the great water powers—and the traffic capable of sustaining a railway.

The water powers of the St. Lawrence are the seat of important manufactures arising out of, and dependent upon, the Grand Trunk Railway ; and those of the Ottawa, by reason of their proximity to tide water, need only that cheap, rapid and daily connection with the markets of the world which railways alone can give, in winter as well as in summer, to make them important manufacturing centres. In the absence of broad agricultural area it is only where manufacturing facilities exist that railways can develop that increase of population, wealth and revenue which constitute them legitimate subjects for Government aid. The rapid growth of the numerous water power stations on the Brockville and Ottawa Railway, as compared with the absence of any similar development—after nearly eighteen years of railway facilities—upon the Prescott and Ottawa Railway (where water power is wanting) is evidence of the truth of this proposition.

3. That since 1850, four railways chartered between Ottawa and Montreal have all proposed to cross into Ontario at the Long Sault of the Ottawa River, and follow the line of your petitioners as the best one to be found between the two cities, and it is only in consequence of political requirements that the commercial route has recently been abandoned. The Province of Quebec has granted 15,000 acres per mile for the purpose of securing the extension of the railway above Grenville, wholly upon the Quebec side of the Ottawa River. This policy has deprived the lower Ottawa Counties in Ontario of the co-operation of former allies, and converted these into rivals, made really formidable by the Government subsidy.

4. The line of your petitioners from its proximity to the Ottawa River is capable of extension by the shortest possible route to Montreal and Quebec, independent of the Grand Trunk, which is already overburthened with freight traffic—and is therefore of provincial importance in view of the extension of Western roads direct to Ottawa, Montreal, and Quebec, through the interior of Ontario.

5. All the St Lawrence Counties have been provided with railway facilities, in the Grand Trunk, towards the construction of which the whole country has contributed, and those Ottawa Counties at the above the City of Ottawa have been aided in the construction of their railways through the Municipal Loan Fund ; but the two Ottawa Counties below that city have no railway, have received nothing from the Loan Fund, are isolated and therefore undeveloped, and all but friendless, yet an integral portion of Ontario. With the Province of Quebec against them (in railway matters) on the one side, and the Grand Trunk upon the other, they can only appeal to their own Government for that equal "justice which all honest men agree should be given," in this matter of railway aid.

Your petitioners therefore pray, that they may receive such consideration as may appear to your Excellency in Council to be just and proper in the premises.

WALTER SHANLY, *President*,
Per
(Signed,) THOMAS C. KEEFER, *Vice President*
Ottawa, Vaudreuil and Montreal Railway.

TORONTO, 26th January, 1872.

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(2)

Memo.
Map shewing route of line.

(B)

Acknowledgment of same.

"C"

TORONTO, January 26th, 1872.

To the Honourable
The Provincial Secretary of Ontario.

SIR,—I have the honour of enclosing you a petition from the President and Directors of the Ottawa, Vaudreuil and Montreal Railway Company, in respect to their claim for a free grant of land in aid of the construction of their line, which they believe to be secured to them under the several Acts of the late Province of Canada, incorporating them, and on behalf of the company, request you will be pleased to submit the same to His Excellency the Lieutenant-Governor of the Province of Ontario, and the Council of the said Province at an early day.

The pleasure of His Excellency and Council thereon may be communicated to me to my address, as at foot, and shall have prompt attention on behalf of the Company.

I have the honour to be,
Your obedient servant,

EDWARD TAYLOR DARTNELL,
Solicitor, &c., &c.
L'Orignal.
County of Prescott.

To His Excellency, William P. Howland, C.B., Lieutenant Governor of the Province of Ontario and the Council of the said Province.

The Petition of the President and Directors of the Ottawa, Vaudreuil and Montreal Railway Company

HUMBLY SHEWETH,

1. That, by the Act 16th Victoria, Chapter 134, this Company was originally incorporated by the name of the Vaudreuil Railway Company, to construct a railway from some point in the County of Vaudreuil, on the line of the Grand Trunk Railway, to Vankleeks Hill, in the County of Prescott, and from thence to the nearest practicable point of intersection with any railway which might be constructed to Bytown, or Kemptville :

2. That in the month of August, 1853, the provisional directors of the said com-

pany met and elected a president and secretary, and in September following the stock books were ordered to be opened, and on the third day of October the whole of the capital stock of the said company (£200,000) having been subscribed, a meeting of stockholders for the election of directors was called for the 27th of the said month, when the first election of directors took place, and that date was fixed for the election of succeeding directors annually, by a resolution passed thereat:

3. That immediately after the passing of the said Act, a careful and elaborate survey was made of the whole route from Vaudreuil to Ottawa, with maps, plans, and books of reference, and same were deposited in the proper office, in the respective counties intersected by same, as by law required, such survey being effected at a cost of $17,512, and subsequent expenses increased the expenditure to about $20,000, and a call of ten shillings per share was made on 27th October, 1854, towards covering same:

4. That in the year 1856, it being deemed important to the general interests of the Province that a main line of railway communication, from Lake Huron to the Ottawa and thence to Quebec, should be constructed, the said Vaudreuil Railway Company, with other companies, were incorporated as one company, by the Act 19th and 20th Victoria, Chapter 112, under the name of the Lake Huron, Ottawa and Quebec Railway Company, and in order to grant special encouragement and aid to the construction of such main line of railway, four millions of acres of the ungranted lands of the Crown were set apart for the purposes of the said Act, for each of the companies forming the said new company in the proportions therein mentioned, as a free grant:

5. And for the better security and protection of the said Vaudreuil Company, and to further the construction of the said main line, it was by the said Act provided, that if within three years the Montreal and Bytown Railway Company, which was one of the companies so united thereby, should not have raised their share of the funds for the purposes of the said company, and commenced their share of the said road between Hawkesbury and Ottawa, the said Vaudreuil Company might take and complete alone the said share, and should then be entitled to the proportion of the said lands forming the share coming to the said Montreal and Bytown Railway Company, for that part of the road between Hawkesbury and the City of Ottawa:

6. That the said Lake Huron and Quebec Railway Company were unable to proceed with the construction of the said line, and in the year 1861, by the Act 24th Victoria, Chapter 80, the Canada Central Railway Company was incorporated to construct that portion of the said Lake Huron and Quebec Railway which lay between Montreal and Lake Huron, including the whole of the line surveyed by your petitioners between Ottawa and Vaudreuil, and in which latter portion the said Canada Central Railway Company thereby acquired a concurrent interest with the said Vaudreuil Railway Company:

7. That for the further and continued security of the rights and privileges of the Vaudreuil Railway Company, it was, by the said last mentioned Act, provided, that in the event of the said Canada Central Railway Company failing to construct the said portion of the said railway between the City of Ottawa and Vaudreuil, or any part thereof, within five years from the passing thereof, then that the said Vaudreuil Railway Company, under its act of incorporation, which should continue to be in force, should have the right to construct the same, and thereupon should have all the privileges thereby conferred upon the Canada Central Railway Company, in respect thereof, including the benefit of the said land grant, and by an Act passed, 29 Victoria, Chapter 80, further extending the time for the completion of the Canada Central Railway, it was also provided that nothing therein contained should infringe upon, or in any wise vary or diminish the rights of the said Vaudreuil Railway Company under the provisions of Section 6 of the said Act, 24th Victoria, Chapter 80:

8. That by the said Act, 29 and 30 Victoria, Chapter 94, it was further provided, that if the railway, which the said company was authorized to construct, touched at the points mentioned in the said Acts, the said company was authorized to locate the line in the manner most advantageous for its interests, but it was further thereby provided, that the line of the said railway from Vaudreuil to Ottawa should be as enacted by the Act incorporating the said Vaudreuil Railway Company:

9. That subsequently by the 33 Victoria, Chapter 52, (Canada) the time for the completion of the said Canada Central Railway was further extended for a period of five years from the 1st day of September, 1870, and in the said Act in order the further and better to protect the rights of the said Vaudreuil Railway Company, and on the representation by the said Canada Central Railway Company, that it was their intention to construct the line from Ottawa to Hawkesbury, and there cross the Ottawa River and amalgamate with the Northern Colonization Railway Company, it was provided that the portion of the projected line of the said railway between Hawkesbury and Vaudreuil might at any time during the said five years, from any point in West Hawkesbury to Vaudreuil, be constructed by the said Vaudreuil Railway Company, but your petitioners could not go on with the construction of the section of said company between Vaudreuil and Hawkesbury until they were assured that the said section between Hawkesbury and Ottawa would be constructed simultaneously by the said Canada Central Railway Company :

10. That in the early part of the said year 1871, the said Canada Central Railway Company publicly announced its intention of abandoning the construction of the said section between Ottawa and Hawkesbury, and had arranged to unite with the Northern Colonization Railway at or above the City of Ottawa instead of at Hawkesbury, and immediately on learning this intention, your petitioners obtained an Act, 34 Victoria, Chapter 46 (Canada) authorizing their occupying the grounds so abandoned by the said Canada Central Railway Company, provided the said latter company did not go on before the 1st day of December last, or file their consent to abandon same before that date :

11. That the Directors of the Canada Central Company filed such declaration or consent on or about the fourth day of November last, and thereupon your petitioners were freed from the concurrent interest of the said Canada Central Railway in their said line, and again for the first time in a position to take independent action towards the construction of the same :

12. That immediately after the passing of the said last mentioned Act, your petitioners applied to the County Council of the United Counties of Prescott and Russell to grant some aid to your petitioners towards the construction of the said line, and on the 22nd day of June last, the said Council after repealing all previous resolutions in favour of the Canada Central Railway, passed a By-law which was subsequently confirmed by the electors and ratified by the said County Council, granting a sum of $120,000 by way of Bonus for that purpose, and which is now available for the construction of the said line of railway :

13. Your petitioners submit that the said several companies entitled to construct the several sections of the said proposed main line of railway having failed to do so, your petitioners are now free to, and entitled to, resume and act on the powers and privileges so conferred on them by their original Charter and the said several Acts, and are anxious to do so ; but inasmuch as by the terms of the British North America Act of 1867, the control of the lands of the Crown became vested in the local Governments of the Provinces of Ontario and Quebec respectively, and as your petitioners believe subject to the rights, so secured to your petitioners, of a free grant of land on the completion of their said railway in the proportions defined by the said Acts, and as it is a matter of doubt and uncertainty from which of the said Governments, or, if from both, to what extent from each, the said land grant should be obtained, and as pending such doubt, your petitioners cannot safely enter on measures for the construction of the said line of railway from Vaudreuil to Ottawa, or raise funds for the purpose on the security of the said land grant until those doubts are removed, and their rights defined and recognized :

Your petitioners therefore pray, that their claim on the Government of Ontario may be referred to the Law Officers of the Crown of the said Province with instructions to agree, with Counsel on behalf of your petitioners, on a special case for the opinion of the Court to be had thereon at an early day, defining your petitioners' rights, and in particular :—

Is the claim of your petitioners to a proportionate share of the said land grant a valid and subsisting claim ?

If so, on whom, if upon any, and what parties, rests the liability to grant the said lands ?

Whether on the Dominion of Canada, on the Province of Ontario alone, or on the Provinces of Ontario and Quebec jointly.

And your Petitioners will pray, &c.

WALTER SHANLY,
President.

Per THOS. C. KEEFER,
Vice-President, Ottawa, Vaudreuil & Montreal Ry. Co.

Toronto, 25th January, 1872.

A Map showing the line of the proposed Railway and the adjacent country will be submitted.

"D."

Acknowledgment of same.

PROVINCIAL SECRETARY'S OFFICE.
January 30th, 1872.

SIR, With reference to the petition of the Ottawa and Vaudreuil Railway Company for aid from the Railway Fund of this Province, I have to request you to furnish me immediately for the information of the Government, with a certified list of stockholders in this Company, with a certificate of the *bona fides* of the subscriptions made, and of the ability of the several subscribers to meet the calls upon their stock.

You will also have the goodness to forward to me a detailed statement of the financial basis of the Company's undertaking, with certified estimates in detail of the cost of construction and equipment of the road, based on actual surveys made in accordance with the plan submitted.

I would take this opportunity of stating that from remarks which fell from certain gentlemen who recently visited Toronto as a deputation in the interests of this company, it might be inferred that some assurances had been given by Mr. J. S. Macdonald, as Premier of the Government then in power, touching the granting of aid to the road. I am to ask whether, if any assurance of this kind was made in writing, it is proposed to forward a copy of the communication; or whether, if any such was made orally, a memorandum of the conversation duly certified by the gentlemen in whose presence it was held, will be prepared and submitted with the other information asked for in this letter.

I have the honour to be, Sir,
Your obedient servant,
(Signed,) PETER GOW,
Secretary.

Thos. C. Keefer, Esq.,
Vice-President of the
Ottawa and Vaudreuil Railway Co.

SUPPLEMENTARY PAPERS

Respecting the "Ottawa, Vaudreuil and Montreal Railway Company's" application for aid.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 15th February, 1872.

SUPPLEMENTARY CORRESPONDENCE AND PAPERS.

F. List of Shareholders.
G. List of Transfers.
H. Estimate and Statement of Mr. Keefer.

6th Feb'y 1872....I. Letter of Mr. Shanly to Vice President of Company, with offer to take contract.
J. Declaration of President of Canada Central Company and Mr. Braun's Certificate.
3rd Nov. 1869....K. Extract of Minutes of the County Council of Prescott and Russell.
26th Jan'y 1870.. Extracts of do do do
7th Nov. 1871.... Extracts of do do do
9th Dec. 1871....L. Mr. Reynold's letter.
6th Feb'y. ..... M. Mr. Keefer's letter to Provincial Secretary.
13th Feb'y..... ..N. Hon. John Hamilton's letter to President of Council.

F.

VAUDREUIL RAILWAY.

LIST OF SHAREHOLDERS.

NAME.	RESIDENCE.	No. of Shares.	£ s. d.
R. U. Harwood	Vaudreuil	10	250 0 0
J. B. Mongenais	Rigaud	10	250 0 0
Peter F. C. Delesderniers	Vaudreuil	2	50 0 0
S. Fournier	Rigaud	2	50 0 0
Don'd MacMillan	Rigaud	6	150 0 0
Francois Xavier Desjardins	Vaudreuil	6	150 0 0
Antoine G. Charlebois	Rigaud	6	150 0 0
Don'd MacDonald	Rigaud	2	50 0 0
Henry Cartier	Vaudreuil	8	200 0 0
B. W. Shepherd	Vaudreuil	6	150 0 0
William Jackson	England	3,821	95,525 0 0
Edward Ladd Betts	England	3,821	95,525 0 0
James Hodges	Montreal	50	1,250 0 0
W. C. Spiller	Montreal	50	1,250 0 0
Fred'k. J. Rowan	Kingston	50	1,250 0 0
William Betts	Montreal	50	1,250 0 0
George Tate	Toronto	50	1,250 0 0
James Reekie	Quebec	50	1,250 0 0
	Total	8,000	200 000 0 0

Canada Gazette of November 11, 1854.

Notice that an instalment of ten per cent. per share called in on twenty-seventh of October last payable in hands of

S. S. Bennett.
Secretary.

G.

The following transfers have been made :—

Sir William Jackson to W. C. Spiller		-	3,821 shares.
E. L. Betts	do	- -	3,821 "
W. C. Spiller to David Aikman		- -	12 "
Do	to Thomas C. Keefer	-	7,600 "
Thomas C. Keefer to Hon John Hamilton		-	6 "
Do	M. P. Ryan, M. P.	-	6 "
Do	Walter Shanly, M. P.	-	6 "
Do	Albert Hagar, M. P.	-	6 "
Do	Henry Lyman, Esq.	-	6 "
Do	Robert Blackburne, Esq.	-	6 "
Do	Henry O. Burritt, Esq.	-	6 "
Do	Robert Surtees, Esq.	-	6 "

I certify the above as all the transfers known to me.

(Signed,) Thomas C. Keefer.

H.

ESTIMATE.

This line was surveyed in 1854 from Vaudreuil to Ottawa, at a cost of about $16,000 and located ready for contract with maps, plans, and books of reference filed in the proper offices. Detailed estimates were prepared which I am unable now to submit, because they are withheld by the late president of this company, Mr. R. J. Reekie, I believe for the purpose of preventing us from complying with the requirements of the Ontario Railway Aid Act, before or as soon as the rival line to this, for which it is understood Mr. Reekie is to be the contractor. They were handed over to me by the agent of the late Thomas Brassey, Esq., from whom I obtained the charter, and who has since returned to England, and were subsequently obtained from me by Mr. Reekie, as president of the company ostensibly for the purpose of aiding me. He professes to wait for an order from the Brassey Estate in England, for which I have written—and to delay which I find he has also written. I have, however, examined the plans, profiles, and estimates, and am familiar with the country.

By the proposed central route, the line will be considerably shortened from the original survey ; and by the arrangement with the St. Lawrence and Ottawa Railway, the expense of bridging the Rideau River and Canal, and of a terminus in Ottawa will be avoided.

About Eighty-seven miles of track is to be provided for between the Grand Trunk and the St. Lawrence and Ottawa Railway near Ottawa ; the cash cost of which will not exceed $13,000 per mile, or a total of $1,131,000. The gauge is the same as that of the St. Lawrence and Ottawa Railroad, and of the Great Western—4 feet 8½ inches, and the line when completed can be worked by the former company.

In addition to the county bonus of $120,000 already voted, we are assured that some at least of the townships through which the line runs, will take stock.

The Cities of Montreal and Ottawa, and the County of Carleton, by their delegates at a convention in Ottawa, pledged their aid to this route.

Montreal has taken no action yet, but of the two south shore lines, prefers this, because by its location it can be brought into that city as an independent line not tributary to the Grand Trunk.

If aided by the Government of Ontario, the company would for that reason secure aid from terminal points, and from some of the larger lines projected in the Ottawa Valley, and seeking independent connections with Montreal.

THOS. C. KEEFER,

I.

TORONTO, 6th February, 1872.

Thomas C. Keefer, Esq.,
Vice President,
Ottawa, Vaudreuil and Montreal Railway.

DEAR SIR,—In reply to your communication of this date, I have examined the profiles of your road laid before me, and have no doubt that the work can be carried out and the line completed for the rolling stock as follows :—

Right of Way	$ 500 00	per mile.
Grading, Clearing, Bridging, Fencing, Ties, &c., ready for the Track.	4,500 00	"
Track laying and ballasting	1,500 00	"
Iron and Fastenings	5,000 00	"
Buildings	500 00	"
Engineering	500 00	"
Contingencies	500 00	"
Total	$13,000 00	per mile.

Say thirteen thousand dollars per mile, and for this sum in cash I am prepared to enter into a contract for the work, it being understood that the cost of iron is not to exceed $50 per ton delivered.

Yours truly,

F. SHANLY.

"J"

DECLARATION.

The Canada Central Railway Company, a body corporate and politic, duly incorporated by Acts of the Parliament of Canada, herein acting by the Honourable John J. C. Abbott, of Montreal, in Canada, the President thereof, do hereby declare that they consent that the suspension of the powers of the Ottawa, Vaudreuil, and Montreal Railway Company, provided for by the Act thirty-fourth Victoria, chapter forty-six, shall now cease, and that the powers by the said Act conferred upon the said Ottawa, Vaudreuil and Montreal Railway Company shall take immediate effect.

In witness whereof the said President of the said Company acting under the authority of a resolution of the Directors of the said Company, passed this day, hath executed these presents at Montreal, this nineteenth day of October, eighteen hundred and seventy-one, and hath caused the seal of the said Company to be affixed hereto.

(Signed) J. J. C. ABBOTT,
President, Canada Central Railway Company.

(Signed) G. Lowe, *Secretary and Treasurer.*
Canada Central Railway.

(Seal.)

I, the undersigned, acting under the authority of the fifth section of an Act of the Legislature of Canada, thirty-first Victoria, chapter twelve, do hereby certify that the foregoing is a true copy of a certain Declaration made by the President of the Canada Central Railway Company, fyled in the office of the Minister of Public Works of Canada, under the number 3,124 Railway Branch, and that the said Declaration, in writing, is in my custody and charge as Secretary of the Department of said Public Works.

Ottawa, this sixteenth day of November, A. D. one thousand eight hundred and seventy-one.

F. BRAUN.
Secretary.

"K"

Extract from the Minutes of the Proceedings of the County Council of the United Counties of Prescott and Russell, at a meeting held on the third day of November, A. D. 1869.

Moved by Mr. Bradley, seconded by Mr. Tytler, That whereas the construction of a Railway through the United Counties connecting the Cities of Montreal and Ottawa is of paramount importance to the interests of these Counties: and whereas the Canada Central Railway Company are authorized by law to construct such a Railway;

Resolved, That it is proper that the Corporation of the United Counties of Prescott and Russell should aid the said Company in the construction of the said Railway;

Resolved, That this Council do and hereby does pledge the good faith of the United Counties of Prescott and Russell to aid the construction of the said road by taking stock therein to the amount of $200,000, or by granting to such Company a bonus to the same amount, payable in the debentures of the municipality upon the completion of the Railway from Montreal to Ottawa, passing through these United Counties.

Moved in amendment by Mr. Wilson, seconded by Mr. Allison, That no action be taken at this meeting of the Council on the resolution to grant $200,000 to the Canada Central Railway, but that the consideration thereof be deferred until the next meeting of the Council.

The amendment being put was lost by a vote of three to ten.

The original motion being then put, was carried.

(Certified.) P. O'BRIAN,
County Clerk.

County Clerk's Office,
L'Orignal, 8th December, 1871.

Extract from the Proceedings of the Council of the United Counties of Prescott and Russell, held on the twenty-sixth day of January, A. D. 1870.

Moved by Mr. Bradley, seconded by Mr. Wilson, That the Council go into Committee of the Whole of the subject of promoting the construction of a Railway through these Counties—connecting Montreal with Ottawa.—*Carried.*

The Council then went into Committee of the Whole, Mr. Ross in the chair.

The Committee rose, and Mr. Ross therefrom made a report, which was read, and on motion adopted, and the same is as follows:—

The Committee of the Whole for the purpose of taking into consideration the expediency of taking steps to promote the construction of the Canada Central Railway, beg leave to report the following resolutions:

Moved by J. W. Higginson, seconded by John Cross, Whereas it is proposed to hold a convention of persons interested in the construction of the Canada Central Railway, or some other Railway to take the place thereof, and it is desirable that the Counties of Prescott and Russell should be represented at such convention;

Resolved That Albert Hagar, Esq., and the Warden, be and they are hereby appointed a delegation to represent this Council at any convention to be held having for its object the promotion and construction of a Railway running through these Counties connecting the cities of Montreal and Ottawa. —*Carried.*

Moved by William Bradley, seconded by Martin Casselman, That the Warden telegraph to the Council of the County of Renfrew asking them to appoint delegates to attend the proposed Railway convention and to ask the Council on what day and where such convention should be held. *Passed.*

All of which is respectfully submitted.

Committee Room, L'Orignal, 26 January, 1870. } Signed, THOMAS ROSS, *Chairman.*

Moved by Mr. Bradley, seconded by Mr. McLeod. That the reasonable expense of the delegates appointed by the Council to attend the proposed Railway convention be allowed and defrayed by the Council.—*Carried.*

County Clerk's Office, L'Original, 8th Dec., 1871. } Certified, P. O'BRIAN, *Co. Clerk.*

Extract from the Minutes of the proceedings of the County Council of the United Counties of Prescott and Russell, held on the 22nd day of June, A. D. 1871.

Moved by J. M. C. Delesderniers, seconded by Martin Casselman, That this County Council hereby pledges these Counties to aid the construction of the Canada Central Railway to the extent of two hundred thousand dollars in such a way as may hereafter be decided on by the Council, provided the line of Railway be taken so far back from the River front as to open up the back Townships and promote their advantage.—*Carried,*

Yeas :—Messrs. Bradley, Casselman, Cross, Chalette, Desderniers, Helmer, McLeod, Ross, Yeon.—9.

Nays :—Messrs. Allison, Edwards, Higginson, Wilson,—4.

Moved by Mr. Casselman, seconded by Mr. Delesderniers, That the following persons be appointed a Committee to prepare a By-law for the granting of aid to the Canada Central Railway to be laid before the Council at its next meeting, viz :—The Clerk, the Warden, and Messrs. Bradley, Delesderniers, and McLeod.—*Carried.*

County Clerk's Office, L'Original, 8th December, 1871. } Certified, P. O'BRIAN, *Co. Clerk.*

Extract from the Minutes of the Proceedings of the County Council of the United Counties of Prescott and Russell, held on the 25th day of January, A. D 1871.

The subject of granting aid to the Canada Central Railway having been introduced it was moved by Mr. Casselman, seconded by Mr. Molloy, That considering the great importance to these Counties of the construction of a Railway passing through these Counties and connecting the Cities of Montreal and Ottawa.

Resolved, That this Council aid and assist the Canada Central Railway Company in constructing such a Railway by granting them two hundred thousand dollars by way of bonus.

Moved in amendment by Mr. Wilson, seconded by Mr. Allison. That the aid to be granted to the said Railway be limited to two thousand dollars per mile on the length of the said Railway constructed through the Counties.

The Amendment being put was lost by the casting vote of the Warden.

Whereupon it was moved in amendment by Mr. Bradley, seconded by Mr. Tytler, and *Resolved*, That the aid to be granted to said Railway, be limited to one hundred and twenty thousand dollars being equal to two thousand dollars per mile on the entire length of the Counties.

Which amendment being put was carried unanimously and the Clerk directed to prepare a By-law embodying a grant of such amount.

County Clerk's Office,
L'Orignal, 8th Dec., 1871.

Certified,

P. O'BRIAN,
Co. Clerk.

Extracts from the Minutes of the Proceedings of the County Council of the United Counties of Prescott and Russell, held on the 10th day of June, A. D. 1871 *and the following days.*

On motion of Mr. Cross, seconded by Mr. Tytler, T. C. Keefer Esq. was requested to address the Council on the subject of the Vaudreuil and Ottawa Railway.

A letter of William Rodden, Esq., on the subject of the Railway was read.

On motion of Mr. Bradley, seconded by Mr. Tytler, The Resolution of Council passed 25th January, A. D. 1871, pledging the Council to grant aid to the Canada Central Railway in the construction of its Railway was read as also the By-law proposed to be passed to carry that resolution into effect.

Whereupon it was moved by Mr. Tytler, seconded by Mr. Bradley, That whereas the Canada Central Railway Company since the passing of the resolution and since the preliminary consideration of the By-law of this Council promising aid towards the construction of its road, has, by amendments to its charter and by the action of its Board of Directors given evidence of its intention to abandon the construction of its Road through these Counties.

Resolved, That all promises of this Council of aid to the said Railway be and the same are hereby withdrawn and all resolutions and By-laws pledging such aid be and they are hereby withdrawn and rescinded.—*Carried*

In the absence of several members of the Council, it was moved by Mr. Tytler, seconded by Mr. Casselman, That the further consideration of granting aid to any Railway be deferred until the other members of the council are present.—*Carried.*

Moved by Mr. Bradley, seconded by Wm. Wilson, Esq., That the sum of one hundred and twenty thousand dollars shall be raised on all the rateable property in the United Counties of Prescott and Russell, for the purpose of aiding and constructing a Railway from Vaudreuil to the City of Ottawa the said sum to be expended on the said line, within the said United Counties, and to be paid out to any Company or Companies that may undertake to construct said Road and be paid in proper time as the work progresses, such proportion of payments not to exceed the sum of two thousand dollars per mile.—*Carried* unanimously.

Moved by Mr. Bradley, seconded by Mr. Allison, That the conditions upon which aid to the Ottawa, Vaudreuil and Montreal Railway Company shall be granted, shall be such as may hereafter be declared by this Council by By-law to be hereafter passed.—*Carried.*

Mr. Bradley, seconded by Mr. Ross, moved for and obtained leave to introduce a "by-law entitled "By-law to aid and assist the Ottawa, Vaudreuil and Montreal Railway "Company by giving one hundred and twenty thousand dollars to the said Company by "way of bonus, and to issue debentures therefor, and to authorize the levying of a special "rate for the payment of the debentures and interest."

On motion of Mr Bradley, seconded by Mr. Wilson, The By-law to aid and assist the Ottawa, Vaudreuil and Montreal Railway Company was read and adopted, and

directed to be submitted to a vote of the electors, to be taken on the 27th July, 1871, at the several places mentioned in the By-law.—*Carried.*

(Certified) P. O'Brian,
Co. Clerk.

County Clerk's Office,
L'Orignal, 8th Dec, 1871.

Extract from the Minutes of the Proceedings of the County Council of the United Counties of Prescott and Russell, held on the 7th day of November, A. D. 1871.

The County Clerk laid before the Council his Report on the election held on the 27th of July last, upon the By-law of the Council granting aid to the Ottawa Vaudreuil and Montreal Railway Company then submitied for the approval of the electors of the United Counties.

Copy of the Report to the Council of the Corporation of the United Counties of Prescott and Russell.

I, Peter O'Brian, of the Town of L'Orignal, in the County of Prescott, County Clerk, hereby report and certify,—

That from the returns of the Clerks of the several Municipalities in these United Counties, of the vote of the electors, taken on the 27th day of July last past, upon the By-law of the Council of the Corporation of the United Counties of Prescott and Russell, submitted for the approval of the electors, such By-law being entitled "By law to aid and "assist the Ottawa, Vaudreuil and Montreal Railway Company, by giving one hundred "and twenty thousand dollars ($120,000) to the said company by way of bonus, and to "issue debentures therefor, and to authorize the levying of a special rate for the payment "of the debentures and interest."

Which I have carefully examined. I find that the total number of votes polled at said election was one thousand four hundred and thirty-seven, of which eight hundred and eight were polled for said By-law, and six hundred and twenty-nine were polled against the same, and that the majority in favour of said By-law was one hundred and seventy-nine.

County Clerk's Office, 8th Nov., 1871,

(Signed), P. O'Brian,
Co. Clerk.

County Clerk's Office.
L'Orignal, 8th Dec. 1871

L.

St. Lawrence and Ottawa Railway.

Managing Director's Office,
Ottawa, Dec., 9th 1871.

Dear Sir,—In compliance with your request, I submit in writing the substance of our recent conversations touching the question of the construction of the Vaudreuil and Ottawa Railway, and the manner in which that enterprise, if carried into execution, would be viewed by this Company. Of course I do not presume now, in anticipation, to bind my Company in the views I shall express; but I may state that I fully believe my colleagues will agree to and carry out any reasonable proposal I may make in their behalf.

I have mentioned to you that I shall, in the event of your line being built, recommend to my colleagues to afford your company every facility in their power to get into Ottawa over the St. Lawrence and Ottawa Chaudiere Extension, provided your line strikes ours at the junction of that extension line, or any point south of it. That we will give you station accomodation in Ottawa for your freight and passenger business, with the use of our line and station, at the rate of payment that is usually adopted in English Railways similarly circumstanced; and where the business is of a similar kind, or if found desirable by either, the question of payment shall be left to arbitration in the usual way, each Company appointing one arbitrator and the two so appointed nominating a third, the decision of any two being binding on both Companies, both as to rates and arrangements. One condition, however, must be understood as binding on your Company beforehand. that the St. Lawrence and Ottawa Company's trains aud business are to have priority and right of track under all circumstances when any pressure may occur.

I am, dear Sir,
Yonrs very truly,
(Signed), THOMAS REYNOLDS,
Managing Director.

I certify above is a true copy of letter to me,
THOMS C. KEEFER.

M.

ROSSIN HOUSE,
Toronto. 6th February, 1872.

SIR,—I have the honour to acknowledge the receipt of yonr letter of 30th January, and in reply thereto to transmit, on behalf of the Ottawa, Vaudreuil and Montreal Railway Company the following statements :—

1st. List of original shareholders of the Vaudreuil Railway Company, with transfers since made.

2nd. Estimate of cost, and prospective resources, accompanied by a tender for the work.

3rd. Declaration by the Canada Central Railway Company as to their withdrawal from the route of the Ottawa, Vaudreuil and Montreal Railway, in terms of the Act 34 Vic., chap. 46.

4th. Extracts from the Minutes of Proceedings of the United Counties of Prescott and Russell, in reference to taking stock and granting bonus in aid of a line of railway through said Counties.

5th. Letter from Thomas Reynolds, Esq., Managing Director St. Lawrence and Ottawa Railway, with respect to terminal accomodation and use of their track in and near Ottawa.

I have the honour to be,
Sir,
Your obedient servant,
THOMAS C. KEEFER,
Vice-President O., V. and M. R. R. Co.

The Honourable Peter Gow,
Provincial Secretary, Ontario,
Toronto.

N.

HAWKESBURY, February 13th, 1872.

SIR,—I have been informed by Mr. George W. Hamilton, member for Prescott, that you expressed a wish that I should write, making a similar statement with reference to

the aid promised me by the Hon. J. S. Macdonald towards the construction of the Ottawa, Vaudreuil and Montreal Railway, as I had expressed my willingness to him to take my affidavit to, if necessary, I beg to state that on some day between the 1st and 8th of March last, I telegraphed to the Hon. J. S. Macdonald, enquiring what amount of aid we could expect to receive towards the construction of this Railway. I received an answer to the effect that $2,000 per mile would be the amount, which, I may add, I considered less than we should receive, considering the peculiar circumstances of this section of the Province, without railway communication of any sort.

I have the honour to be,
Sir.
Your obedient servant,
(Signed) JOHN HAMILTON.

P.S.—I have applied to the Montreal Telegraph Office to furnish me with a copy of the telegram in question, but have not yet received a reply. If I do get it, as I expect I shall, I will forward it to you without loss of time.

The Honourable E. Blake,
President of Council.

SUPPLEMENTARY PAPERS.

Ottawa, Vaudreuil and Montreal Railway.

Feb. 20th, 1872. Letter from George W. Hamilton to President of Council, enclosing telegram from Attorney General Macdonald to Hon. John Hamilton. (3rd March, 1871.)

HOUSE OF ASSEMBLY,
TORONTO, 20th February, 1872.

Hon. E. Blake,

MY DEAR SIR,—I am instructed by my uncle, the Honourable John Hamilton, to forward you a copy of a telegram received by him from the Honourable J. S. Macdonald, in March last.

Enclosed you will find a true copy.

I am, dear Sir,
Yours faithfully,
(Signed) GEORGE W. HAMILTON.

Telegram from Hon. J. S. Macdonald to the Hon. John Hamilton.

CORNWALL, March 3rd, 1871,

To Hon. John Hamilton.

Regret that I cannot run down to see you. There is no question that the subsidy to railways will include the Vaudreuil and Ottawa line, but only from the Ontario limits—See Resolutions as to the minimum and maximum—minimum is all you could expect. I must leave the county to exert itself to start the candidate most likely to defeat the present member.

Do not lose sight of fact that he has acquired experience in Parliament. This would militate against a new candidate without that advantage.

J. S. MACDONALD.

PAPERS

Respecting the Wellington, Grey and Bruce Railway Company's application for aid. Presented to the Legislative Assembly by Command of His Excellency the Lieutenant-Governor.

TORONTO, 7th February, 1872.

SCHEDULE OF CORRESPONDENCE AND PAPERS.

20th July, 1871...A. Letter of Attorney-General Macdonald to W. McGivern, President of the Company.
2nd Aug., 1871...B. Reply to above.
25th Oct., 1871...C. Letter of Reeve of Culross to Provincial Secretary, with copy of resolution of Council.
D. Petition of Council of Township of Culross for aid to Company.
E. Do Kincardine do
F. Do Huron do
G. Do Village of Kincardine do
H. Petition of eleven Townships do
I. By-law of Township of Kinloss.
29th Dec., 1871...J. Letter of Provincial Secretary to Company.
3rd Jan., 1871...K. Petition of Company for aid.
L. Schedule of Bonuses.
M. Petition of County Council of Perth for aid.
7th Feb., 1871...N. Letter of President of Company to Provincial Secretary, with:
1. Acts of incorporation and amendments.
2. Agreements between Wellington, Grey and Bruce Railway and Great Western Railway Company.
3. Letter from Mr. Price, Secretary, to President of Company.
4. Letter from Chief Engineer to do.
5. Maps, &c.
6. Interviews between late Attorney-General and Directors.
7. Letter from Adam Brown to late Attorney-General.
8. Brief history of line.
9. Articles of agreement between County of Bruce and Railway.
10. Petitions of Townships of Kincardine, Kinloss and Huron.
11. By-laws granting bonuses.
12. Reports of Chief Engineer.
13. List of bonuses.
6th Feb., 1872... O. Letter from Provincial Secretary to President of Company.
Do ... P. Letter from President of Company to Provincial Secretary, enclosing,
1. Resolutions of County Council of Bruce.

Copy "A."

ATTORNEY-GENERAL'S OFFICE.
TORONTO, 28th July, 1871.

SIR.—It has been represented to me that inasmuch as your company had absolutely contracted for the completion of your road to Southampton, and that you could be compelled to carry out the terms of your contract, even if the Act of last session did not appropriate a sum of money towards aiding railways your demand for a portion of that aid ought not to be entertained. The *——of your claim is therefore likely to be presented to us, and I write to inform you of the circumstances.

I have the honour to be, sir,
Your obedient servant,
(Signed) J. S. MACDONALD.

Copy. "B."

WELLINGTON, GREY & BRUCE RAILWAY ONTARIO, CANADA.
HAMILTON, 2nd August, 1871.

Hon. J. S. Macdonald.
Attorney-General, Province of Ontario. Toronto.

SIR.—I have the honour to acknowledge your letter of the 28th ult.. in reference to the application made by this company for aid, in terms of the Act of last session.

The representations made to you in reference to the date of the contracts for the construction of the line are unfounded, the contracts being dated April 22nd and May 5th last, respectively.

I have the honour to be, sir,
Your most obedient servant,
W. McGIVERN,
President.

Copy. "C."

TEESWATER, 25th October, 1871.

Hon. M. C. Cameron,
Provincial Secretary, Ontario.

SIR.—At a special meeting of the County Council of Bruce, the Wellington, Grey and Bruce Railway Company, represented by their President, W. McGivern, Esq., stated that they were entitled to the Government subsidy for their main line to Southampton. The County Council, in January last, petitioned the Government that such aid be only given in reduction of the bonus formerly granted by the county of $250,000 to secure the road; also at a meeting of a majority of the reeves, held about the 1st September, it was resolved for the several townships to petition that it should be given to a competing line through South Bruce.

You will see by the enclosed motion that the latest action of the County Council was only carried by a majority of one out of twenty-seven, and I wish to impress upon your Government that this railway committee has no power to confer with you regarding the subsidising of the southern branch of the Wellington, Grey and Bruce Railway now proposed to Lucknow.

The Toronto, Grey and Bruce Railway Company have submitted by-laws in Minto, Howick, Culross &c., with every prospect of success of carrying the same during the early part of the coming month An assumed power by this committee to ask your Government to place a portion of this disputed subsidy to the main line to the credit of the branch of the Wellington, Grey and Bruce from Lucknow to Kincardine I cannot think

* Illegible.)

will be attempted to be urged upon you. The Toronto, Grey and Bruce, as a competing line, is the proper and only road if they secure the present bonuses entitled to Government aid, hoping you will confer with Mr. John Gordon, president, before any action is taken prejudicial to their interest, a very strong deputation is in company with this railway committee about conferring with the Government of Ontario.

Your obedient servant,

GEO. McKIBBON.

Reeve, Culross.

(1.)

(Copy.)

COUNTY COUNCIL, WALKERTON, CO. BRUCE,

October 14th, 1871.

Moved by John M. Lumsden, seconded by J. Korman, That the matter of Government subsidy to the Wellington, Grey and Bruce Railway, be submitted and left to the Railway Committee to determine.

YEAS: Lumsden, Korman, Baird, Hilker, Cassidy, McRae, Coulthard, Morton, Lea, Allen, Morrison. Toohy, Conway, and Gillies.—14.

NAYS: Stewart, Purviss, Nicolls, Blain, McLean, Henderson, McGibbon, Smith, Mc Leod, Collins, Pinkerton, Kleist and Wilson.—13.

(Certified correct.) GEO. GOULD.

County Clerk.

"D."

(Copy.)

To His Excellency the Honourable William Pearce Howland, Lieut.-Governor of the Province of Ontario in Council.

The petition of the Municipal Corporation of the Township of Culross, in the County of Bruce, humbly sheweth:—

That on or about the seventh of December, one thousand eight hundred and sixty-nine, the Wellington, Grey & Bruce Railway Company, in consideration of a bonus of two hundred and fifty thousand dollars, granted by the County of Bruce to the said Company by a by-law, ratified on the said date by the Council thereof, contracted, and, by articles under the seal of the said Railway company, agreed to build and complete the line of the said Company from the southerly boundary of the County to the Harbour of Southampton, on Lake Huron;

That the said by-law, on being submitted to the vote of the electors, was almost unanimously opposed by five important municipalities, namely; The Townships of Culross, Kinloss, Huron and Kincardine, and the incorporated Village of Kincardine, which, notwithstanding the fact that they are taxed for and on account of the said railway bonus, do not benefit thereby, and are devoid of railway facilities.

Your petitioners humbly and respectfully submit that the said Company having contracted to complete their line as above mentioned in consideration of the above bonus before the passing of the Act to aid lines of railway, the Company are not entitled to any aid from the Railway Fund, but that the said municipalities which are called on to contribute to the said bonus, though not benefitted thereby, are entitled to consideration in the distribution of the said fund.

Your petitioners pray that no aid be granted to the said Company for the portion of their line within the County of Bruce, but that liberal aid may be reserved for and appropriated to a line of railway traversing the said municipalities, which are taxed for the said bonus as above stated.

And your petitioners, as in duty bound, will ever pray.

Dated at Teeswater, this 22nd day of August, A.D. 1871.

THOS. FAIRBAIRN, *Clerk.*

(Seal.) GEORGE McKIBBON, *Reeve.*

"E."

The same from the Township of Kincardine. Dated September 1st, A.D. 1871.

"F."

(Copy.)

To the Honourable W. Pearce Howland, Lieutenant-Governor, Province of Ontario.

The petition of the Municipal Council of the Township of Huron, in the County of Bruce, humbly sheweth:

1st. That the Wellington, Grey and Bruce Railway Company, on condition of receiving aid from this township, and of receiving a share of the Government subsidy, agree to construct a line of railroad from Palmerston, in the County of Wallace to Kincardine, in the County of Bruce;

2nd. That said line, if constructed on the route proposed, will afford to this section of the County of Bruce, and the country generally through which it runs, ample shipping facilities for the various products of the country, and greatly tend to develope its resources;

3rd. That on condition of the line being built to Kincardine, in the time to be specified in agreements to be entered into with the Company, namely, two years from time of passing by-laws granting aid to said road, this municipality humbly and respectfully pray that aid from the Railway Fund be granted said Company on completion of the line to Kincardine.

And your petitioners, as in duty bound, will ever pray.

JOHN STEWART.
Reeve of Huron Township.

Huron November 4th, 1871.

MALCOLM MCLENNAN, (Seal.)
Township Clerk.

"G."

(Copy.)

To the Hon. W. Pearce Howland, Lieutenant-Governor of the Province of Ontario.

The petition of the Municipal Council of the Village of Kincardine, in the County of Bruce, humbly sheweth:

That the Wellington, Grey and Bruce Railway Company, on condition of receiving from this village aid by way of bonus and of receiving a share of the Government subsidy to the extent of not less than two thousand dollars per mile, agree to construct a line of railroad from Palmerston in the Township of Wallace to Kincardine in the County of Bruce;

That said line, if constructed on the route proposed, will afford to this section of the County of Bruce, through which it proposes to run, ample shipping facilities for the various products of the country, and greatly tend to develope its resources;

That on condition of the said line being built to Kincardine in the time to be specified in agreement to be entered into with the company, namely, two years from time of passing by-law granting aid to this road; this municipality humbly and respectfully prays that aid from the railway fund be granted said company on completion of the line to Kincardine.

And your petitioners, as in duty bound, will ever pray.

ROBERT BAIRD, *Reeve.*
H. M. ROSS, *Clerk.*

Kincardine, November 7th, 1871.

(Copy.) "H."

To the Hon. W. Pearce Howland, Lieut-Governor of the Province of Ontario.

The petition of the undersigned municipalities, namely: the Townships of Wallace and Elma, and the Village of Listowell, in the County of Perth; the Townships of Grey, Morris, Turnberry, East Wawanosh, West Wawanosh and Ashfield in the County of Huron, and the Township of Kinloss, in the County of Bruce,

HUMBLY SHEWTTH:—

1st. That on condition of receiving, by way of bonus, the sum of $6.0 0 per mile, the Wellington, Grey and Bruce Railway Company have agreed to and with said municipalities to construct and run a railroad from a point in the Township of Wallace, running westward through or near said municipalities, having its ultimate termination at Kincardine, in the County of Bruce.

2nd. The municipalities aforesaid are now destitute of shipping facilities and home markets, and duly appreciating the advantages of securing both, in order to develope the varied resources of the country, and that the line of road now proposed to be built secures to them the very best connexions with our leading home and foreign markets have adopted by-laws which have been sanctioned by large majorities of the people interested in the road, granting aid to said company to the amount of about $4,000 per mile, up to Lucknow, in the Counties of Huron and Bruce, as follows:—

Wallace	$10,0 0
Listowell	15,000
Elma	30,000
Grey	35,000
Morris	30,000
Turnberry	28,000
East Wawanosh (not yet adopted)	18,000
West Wawanosh	18,000
Kinloss	15,000
Ashfield	10,000

3rd. The aforesaid municipalities, though possessing a fertile soil, much valuable timber and natural resources of no mean order, are yet only in their infancy, and having to the utmost of their ability undertaken to assist an enterprise so essential to the material prosperity and future growth of the country, respectfully and earnestly ask that aid be granted to said enterprise, to the extent of not less than $2 000 per mile, from the Railway Fund created and set apart by law for that purpose.

4th. That such assurance be given said company of receiving the Government grant of $2,000 per mile as will secure the prosecution and completion of the work in accordance with terms of agreement with said municipalities—to begin in three months from granting of bonus, and complete the same in two years, on condition of said bonus of $6,000 per mile being assured, and your petitioners, as in duty bound, will ever pray.

Signed by order of Council.

THOS. KELLY,
Reeve of Morris.
THOS. HOLMES,
Clerk of Morris.

The same for the Township of Wallace.
Do do Listowell.
Do do Elma.
Do do Grey.
Do do Turnberry.
Do do East Wawanosh.
Do do West Wawanosh.
Do do Kinloss.
Do do Ashfield.

Copy.

To the Hon. W. Pearce Howland, Lieut-Governor of the Province of Ontario.

The Petition of the undersigned municipalities, namely: the Townships of Wallace and Elma, and the Village of Listowell, in the County of Perth; the Townships of Grey, Morris, Turnberry, East Wawanosh, West Wawanosh and Ashfield, in the County of Huron; and the Township of Kinloss, in the County of Bruce.

HUMBLY SHEWETH:—

1st. That on condition of receiving, by way of bonus, the sum of $6,000 per mile, the Wellington, Grey and Bruce Railway Company have agreed, to and with said municipalities, to construct and run a railroad from a point in the Township of Wallace, running westward through or near said municipalities, having its ultimate termination in Kincardine, in the County of Bruce.

2nd. The municipalities aforesaid are now destitute of shipping facilities and home markets, and duly appreciating the advantages of securing both, in order to develope the various resources of the country, and that the line of road now proposed to be built secures to them the very best connections with our leading home and foreign markets, have adopted by-laws, which have been sanctioned by large majorities of the people interested in the road, granting aid to said company, to the amount of about $4,000 per mile, up to Lucknow, in the Counties of Huron and Bruce, as follows:—

Wallace	$10,000
Listowell	15,000
Elma	30,000
Grey	35,000
Morris	30,000
Turnberry	28,000
East Wawanosh (not yet adopted)	18,000
West Wawanosh	18,000
Kinloss	15,000
Ashfield	10,000

3rd. The aforesaid municipalities, though possessing a fertile soil, much valuable timber and natural resources of no mean order, are yet only in their infancy, and having to the utmost of their ability undertaken to assist an enterprise so essential to the material prosperity and future growth of the country, respectfully and earnestly ask that aid be granted to said enterprise, to the extent of $4,000 per mile from the railway fund, created and set apart by law for that purpose.

4th. That such assurance be given said company of receiving the Government grant of $4,000 per mile as will secure the prosecution and completion of this work, in accordance with terms of agreement with said municipalities—to begin in three months from granting of bonus, and complete the same in two years, on condition of said bonus of $6,000 per mile being assured.

And your petitioners, as in duty bound, will ever pray.

JOHN M'DERMOTT,
Reeve.

[Seal]

C. M. HEMSWORTH,
Clerk.

Wallace,
23rd September, 1871.

WELLINGTON, GREY AND BRUCE RAILWAY

Petition to Government for aid from

Wallace ... for $4,000 per mile

Wallace	for $2,000	per mile.
Listowell	do	do
Elma	do	do
Grey	do	do
Morris	do	do
East Wawanosh	do	do
West do	do	do
Turnberry	do	do
Ashfield	do	do
Kinloss	do	do

27th October, 1871.

Also Village of Kincardine.

W. McCULLOCH,
Treasurer.

Copy. "I"

I, Peter Reid, Clerk of the Township Council of the Township of Kinloss, make oath and say:—

That by-law No. 3, of the said municipality, was finally passed by the said council, in the form in which it was advertised as hereinafter mentioned, on the twenty-seventh day of September, 1871. That the same, with the notice required by the statute, was advertised in the Bruce *Review* newspaper, that is to say, on the 25th August and 1st, 8th, 15th, 22nd and 29th September, 1871. That four copies of the said by-law were also put up at four of the most public places in the said municipality, that is to say: at Kinlough post office, Lucknow post office, Holyrood post office, and Langside post office. That the assessment roll of the said municipality was last revised on the 16th day of May, 1871, and the whole rateable property of the said municipality, as shewn therein, was $371,256,00.

That the said by-law was adopted by the ratepayers, at a poll duly held, as I believe, on the 20th day of September, 1871, by a majority of two hundred and ninety-eight votes.

PETER REID.
Township Clerk.

Sworn before me, at Kinloss, in the County of Bruce, this 18th day of October, 1871.

JACOB NICHOLLS, J.P.

Attached is by-law and petition of Township of Kinloss.

Copy. "J"

PROVINCIAL SECRETARY'S OFFICE.
Toronto, December 29th, 1871.

Wm. McGivern, Esq.
President W., G. & B. R. Co., Hamilton.

SIR,—Among the papers relative to the granting of aid to the Wellington, Grey and Bruce Rail Road Company, from the Railway Fund, the former petition of the company for aid cannot be found.

If such a petition was forwarded to His Excellency, will you have the goodness to furnish me with a copy of it, and if none has yet been presented, I have to request that you at once cause to be sent to me, for presentation to His Excellency, a petition duly signed, and fully stating all the particulars which will enable a decision to be arrived at with respect to its prayer.

I have the honour to be,
Sir,
Your obedient servant.

PETER GOW.
Secretary.

(Copy.) "K" 17.

To His Excellency the Honourable William Pearce Howland, C.B., Lieutenant-Governor of the Province of Ontario, &c., in Council.

The petition of the Wellington, Grey and Bruce Railway Company

Respectfully Sheweth:—

That your petitioners are a company duly incorporated, for the purpose of constructing a railway, leading through a section of the country remote from existing thoroughfares, and leading to the inland waters of the Province, that is to say, to Lake Huron, at Southampton and Kincardine.

That your petitioners' line extends in one direction from Guelph to Southampton, and in another from the Village of Palmerston to Kincardine.

That your petitioners inaugurated in this Province the system of granting bonuses to railways by municipalities, and contemplated the building of their railway almost entirely by such bonuses and the bonds of the company, to which a value was given by an arrangement entered into between the company and the Great Western Railway Company, to lease and run the line, as it should be from time to time completed.

The arrangement referred to extended only to what for convenience your petitioners will refer to as the main line, that portion of it extending to Kincardine being hereinafter designated as "The Southern Extension."

Your petitioners placed the first section of the line, extending from Guelph to Fergus, under contract, with Messrs. Reekie and Robertson, about the month of , 1868. At that time, or shortly afterwards, your petitioners had the following means available for the construction of the line, that is to say:—

Stock subscriptions paid up including the subscriptions of the City of Hamilton	$116,000.00
Bonuses voted for the first sections	
Fergus	10,000.00
Elora	10,000.00
Nicholl	10,000.00
And for the second sections from Fergus to Harriston	
Peel	40,000.00
Maryborough	40,000.00
Minto	70,000.00
Howick	20,000.00
Wallace	25,000.00

Your petitioners then applied to the County of Bruce for a bonus for the third section of $250,000.00 and the Contractors attended with them at the meeting of the County Council, and there publicly intimated their readiness to take the contract for the remainder of the line to Southampton, for the proceeds of the bonuses above named, that to be granted by the County of Bruce and one to be granted by the Township of Garafraxa and the bonds which the Company were authorized to issue.

The bonds not being actually guaranteed by the Great Western Railway Company but depending for their value on the success of the Road which had yet to be tested, some difficulty was experienced by the Contractors in the negotiation, and the Township of Garafraxa having failed to fulfil its engagement, the Contractors refused to carry out their promises, and announced their decision at so late a period that your petitioners found themselves unable to place the second section under contract in time to comply with the requirements of the By-Law granting such bonuses, and your petitioners were under the necessity of applying to the Councils of the several Municipalities to submit new By Laws, the expense of which fell on your petitioners, and the Township of Minto took advantage of the default to reduce its bonus to sixty-four thousand dollars.

Great expense and delay were caused by these matters, entailing a very heavy loss of interest and a large increase in the sum required for the iron, which rose in price, and the expense of the first section was very largely increased by matters unforseen at the

time the contract was let, among others, the erection of works for a supply of water at Elora which proved useless, and which had to be rebuilt at Fergus.

These matters and the refusal of the Great Western Railway to extend the bond issue to sidings caused considerable embarrassment to your petitioners, which was added to by a large outlay caused by the institution of two vexatious Chancery suits. The result of these various difficulties was to cause an actual deficiency on the completion of the second section of over seventy thousand dollars.

Your petitioners would further state that the said first and second sections were placed under contract before the 7th day of December, 1870, and for that portion of the line, therefore they are not entitled to, and do not claim any Government aid. The same have been completed a distance of about 48 miles, and they are only referred to for the purpose of showing the change of circumstances since your petitioners applied to the County Council of Bruce, when they entertained the *bona fide* belief that they could complete the entire line with the assistance of the bonus then asked for.

The third section extending from Harriston to Southampton, a distance of 53½ miles, was placed under contract since that time, and your petitioners ventured to let the same, relying on the assurances of your Excellency's late advisers that their application would be favourably considered.

Your petitioners would respectfully inform your Excellency that the bonus granted by Bruce is payable only as the work progresses within the limits of that County, and there is a distance of something over nine miles between Harriston and the confines of Bruce, for which no bonus has been granted.

The total cost of that portion of the line, including right of way, engineering and incidental expenses will amount to about $796,000.00. To meet which your petitioners have the bonus of Bruce $250,000 00
Proceeds of bonds about..... 466,000 00
$716,000 00
Leaving a deficiency of..... $80,000 00

Your petitioners would further respectfully represent to your Excellency that they propose to extend their line from Palmerston to Kincardine, a distance of sixty-seven miles.

That surveys have been made to Lucknow a distance of fifty-one miles, and bonuses have been granted by the several municipalities mentioned in the schedule hereunto annexed for the several amounts and upon the terms mentioned therein, amounting in the whole to $191,000 00.

That the Great Western Railway Company are willing to extend the lease and agreement, hereinbefore referred to, to this extension limiting the issue to $10,000 of bonds per mile, provided Government aid can be obtained to an amount which, with the municipal bonuses, will be equivalent to $6,000 per mile.

That your petitioners relying upon such Government aid being granted have let the first section from Palmerston to Listowell, and are prepared to let the whole line to Lucknow on an Order in Council being granted for aid to that point, and to Kincardine, so soon as bonuses to the extent of sixty-four thousand dollars are passed by the municipalities interested, in addition to such Government aid for that portion of the line.

Your petitioners are satisfied from the price at which the first section has been let, and from the estimates of their Engineer that the line to Kincardine can be completed for the sum of $971,500.00, and in the same proportion to Lucknow, $739,500.00.

For which they hold Bonuses..... $191,000
Proceeds of Bonds say 433,500
$624,500
Leaving a deficiency of..... $115,000

Your petitioners venture to urge upon your Excellency that, for the portions of their line not under contract on the fifteenth day of December, 1870, or a length of 120½ miles, they are entitled to the favourable consideration of your Excellency, and they are prepared

to give such proofs as may be deemed satisfactory by your Excellency that no reasonable doubt can exist that the Road, or portions of the Road, in respect of which such aid is sought, and which have been already commenced, will, with such assistance, be completed, including sidings and station houses, so as to be ready for the rolling stock within the time mentioned in their Act for such completion, and that the Railway by these Charters authorized to be constructed is a Railway coming within the meaning of the preamble of the Act passed in the last Session of Parliament, entitled an Act in aid of Railways

And your memorialists, as in duty bound, will ever pray.

WM. McGIVERIN,
President.

Hamilton, 3rd January, 1872.

Copy. "L."

SCHEDULE REFERRED TO IN THE FOREGOING PETITION.

MUNICIPALITY.	AMOUNT.	CONDITIONS.
Wallace.....	$10,000	Station at Gowanstown and Debentures deliverable on arrival of first train at Listowell.
Listowell	15,000	Station at Listowell, Agreement By-law to be void if Government aid not granted.
Grey	35,000	Station at Ethel and Ainleyville, similar conditions as to Government aid.
Morris	30,000	Station at Ainleyville and Bluevale.
Turnberry	28,000	Station near Bluevale and Wingham.
West Wawanosh	18,000	Siding near Lucknow and Station there.
Kinloss	15,000	Station at Lucknow.
Ashfield.....	10 000	do do.
Elma	30,000	Station at Newry.
	$191,609	

Copy. "M."

To His Excellency Lieutenant-Governor Howland, and Council.

The Petition of the County Council of the County of Perth

RESPECTFULLY SHEWETH:

That the Wellington, Grey and Bruce Railway Company are constructing a Railroad from Palmerston, in the County of Perth, to Kincardine, in the County of Bruce.

That the municipalities on the line of said road have granted aid for its construction to the amount of about $200,000, the Company agreeing in consideration therefor, and the additional sum of $64,000, and of receiving the sum of $2,000 per mile from the Railway Fund, to build and complete the same within two years from the period of its commencement.

That the road in question, located midway between the Buffalo and Lake Huron Railroad on the south, and the Southampton Railroad on the north, distant from each an average of 23 miles, and opening up the new districts of North Perth, North Huron, and South Bruce, is entitled, on public grounds, to a share of said Railway Fund. Your Petitioners therefore pray that an appropriation of not less than $2,000 per mile be made in favour thereof, and that such assurances may be given of receiving the same on the terms of the Statute being complied with, as will secure the vigorous prosecution of the work.

And your Petitioners as in duty bound, will ever pray.

THOMAS KING,
Warden.

S. CAMPBELL,
County Clerk.

Stratford, January 26th, 1872

Copy. "N."

WELLINGTON, GREY AND BRUCE RAILWAY,
ONTARIO, CANADA, HAMILTON, 5th February, 1872.

SIR—In reference to interview which Mr. Price, Treasurer G. W. R., D. McInnes, and A. T. Wood, Directors of this Company, and myself, had with the Honourable President of the Council, on the 1st inst., and his request for full information on the subject of aid to our line, I beg now to enclose:

Acts of Incorporation

Agreements with G. W. R. main line.

2nd Feb.—Letter from Jos. Price, Treasurer G. W. R., agreeing to work Southern extension.

Copy profile, Southern extension to Lucknow.

Chief Engineer's Report on country from Lucknow to Kincardine.

Interviews with late Attorney-General, 27th July. } Memos. 1, 2, 3 and 4.
11th Oct. }
10th Nov. }

30th Nov.—Letter, A. Brown to late Attorney-General.

Brief history of line.

Agreement with County of Bruce for division of Government aid granted on line through Bruce.

Petition to County Council Bruce for passing of By law to group Kincardine, Huron and Kinloss for $51,000.

Copy of above By-law, No. 55.

Copy of By-law No. 56 for $20 000, County bonus to extension from Lucknow.

Sandford Fleming's report.

These will give you a full history of the lines up to the present day. I shall be very glad to furnish you with any other information that you may require.

Yours faithfully,

(Signed) W. McGIVERIN,
President.

Peter Gow, Esq.,
Provincial Secretary, Toronto.

MEMORANDUM.

Pamphlet form of Book.
"The Wellington, Grey and Bruce Railroad Company."
"Act of Incorporation and amendments thereto."

MEMORANDUM.

Agreements between the Wellington, Grey and Bruce and Great Western Railway Companies, dated 15th June, 1869, 3rd June, 1870.

Copy

WELLINGTON, GREY AND BRUCE RAILWAY,
HAMILTON, 3rd February, 1872.

To

Wm. McGiverin, Esquire,
President,
Wellington, Grey and Bruce Railway.

SIR.—I beg to hand you herewith, tracings of the profiles of those portions of the southern extension of our railway as now surveyed, viz: From Palmerston to Wingham, 39

miles; and from Wingham to Lucknow, 12 miles: making a distance of 51 miles. The former portion is exceedingly favourable, requiring an unusually small quantity of earthwork and a moderate extent of bridging, as shown on the profiles.

The country lying between Wingham and Lucknow is more difficult, but I am confident that on the completion of the final location the work will be very largely reduced from that shown on the accompanying preliminary profile. The bridging on this section will be simple, requiring no spans of greater extent than 40 feet.

No instrumental survey has, as yet, been made between Lucknow and Kincardine, a distance of 16 miles. I have, however, made a careful personal examination of the country along the proposed route. The following is an extract from my report of May last: For a distance of about a mile from the gravel road at Lucknow the work would be moderately heavy; but hence across the Township of Huron to the village of Kincardine the line could be run in almost a straight course with very light work, with the exception of the crossing of the gullies cut out by the streams, and which would require low trestle bridging. The first stream occurs in the 3rd concession, and is sufficiently small to be passed through a culvert. The 2nd is Pine River in the 6th concession, and is about 15 feet wide and 2 feet deep, but it has worked out a ravine of from 500 to 600 feet in width and about 25 feet deep; a trestle bridge 300 feet long and 15 feet high, would probably be required. The third is a small branch of the same stream, which could be passed through a culvert. And the fourth occurs in the 10th concession, where a small trestle would also be necessary. The above would comprise all the bridging required between Lucknow and Kincardine, and as the country is generally flat and composed of clay, the grading would be moderately light.

By entering the Village of Kincardine on the south side near the lake, the line could be taken down to the harbour level, the banks being from 25 to 30 feet high and composed of sand, and thence along the front of the town to the salt wells and harbour. The accompanying profiles and above description of the unsurveyed portion will, I trust, be sufficient to show the character of work required in the construction of the southern extension, the total length of which will be about 67 miles.

I have the honour to be,
Sir,
Your obedient servant,

THOMAS RIDOUT.
Chief Engineer.

MEMO.

Maps Wellington, Grey and Bruce Railway, Southern Extension.
Wingham to Lucknow.
Palmerston to 18 Mc.
18 Mc. to Wingham.

Copy. WELLINGTON GREY AND BRUCE RAILWAY.

MEMO. No. 1.

In re Subsidy to South Bruce Extension.

On 27th July, 1871, the undersigned applied to the Government, through the Hon. J. S. Macdonald, for aid from the Railway Fund to the Southern or South Bruce Extension of the Wellington, Grey and Bruce Line, stating as the grounds of their application:

1st. That the proposed line runs through or near the Townships of Wallace, Elma, Grey, Morris Turnberry, East and West Wawanosh, Kinloss, Ashfield, Hur n and Kincardine, commencing at a point called Palmerston, on the main line in the Township of Wallace and County of Perth, and terminating at Kincardine Village, on Lake Huron, a total length of 67 miles.

2nd. That the proposed line was opening up and serving the new districts of North Perth, North Huron and South Bruce.

3rd. That it was located midway between existing lines of roads, namely the Buffalo and Lake Huron on the South, and the Wellington, Grey and Bruce main line on the North.

4th. That the scheme offered the country the most advantageous railroad connections and the largest choice of markets, it being connected with, and a part of, the Great Western Railway system of Canada, and was the most acceptable to the people of the aforesaid counties.

5th. Hon. Mr. Macdonald intimated, in reply to our application, that similer aid had been asked for a narrow gauge line from the City of London, serving a portion of the country indicated, but from no other Company, and declined either to promise or refuse assistance to the Southern or South Bruce Extension, until the project had been submitted to and approved of by the people, after which it would receive that consideration from the Government which its importance demanded.

6th. As the result of the interview, the undersigned were led to believe that whichever of the lines in question, viz., the line from London or this Company's Southern Extension, received the support of the country, would be entitled to aid from the Railway Fund, and by-laws were at once submitted by all the municipalities interested in the project in North Perth, North Huron and South Bruce, up to Lucknow, a distance of 51 miles, and were all adopted, with the exception of the East Wawanosh by-law, the defeat on that township being but temporary, granting aid to the road of about $4,000 per mile, the agreements with the municipalities in question for the prosecution of the work being made conditional on receiving $2,000 per mile from said Railway Fund.—(*See Abstract A. p. 24, for List of Bonuses.*)

7th. Pending the vote on said By-Laws by the people, a union of the London and Toronto Narrow Gauge Lines was entered into by the promoters of those enterprises, the junction of the two roads to be effected at Wingham in the Township of Turnberry, the result being the defeat of our By-Law in East Wawanosh for $18,000—although the united schemes obtained no support in any municipality either east or west of the point of junction.

8th. The agreements entered into with the municipalities aforesaid, in conjunction with the final adoption of said by-laws, required the Wellington, Grey and Bruce Railway Company to commence actual operations on the line within three months from the date of their ratification by the councils, and, in conformity therewith, surveys up to Lucknow have been completed, the first section of the line from Palmerston to Listowel, a distance of 9 miles, placed under contract, the construction of that portion being now in progress. The balance of the surveyed portion from Listowel to Lucknow will be placed under contract by the 17th day of February instant.

9th. That the several steps taken by the country and the Wellington, Grey and Bruce Railway Company have been taken under the firm conviction that the road supported by the people, and from its location and connections affording railway facilities to the largest number of the people, would receive a share of the subsidy.

10th. That subsequent to the final adoption of the by-laws above referred to, the Honourable Mr. Macdonald was again seen by a large and influential delegation from the municipalities interested in the construction of the line and other gentlemen, the result of which is set forth in Memorandum No. 2.

We certify the foregoing to be substantially correct.

WILLIAM McGIVERIN,
President.

D. D. HAY.

February 3rd, 1872.

Copy. WELLINGTON, GREY AND BRUCE RAILWAY.

MEMO. NO. 2.

In re Railway Subsidy to Wellington, Grey and Bruce Railway.

Subsequent to the final adoption of the by-laws referred to in memo. No. 1, petitions from the municipal councils of

Wallace, Listowel, Elma	County of Perth.
Grey, Morris, Turnberry, East Wawanosh, West Wawanosh, Ashfield	County of Huron.
Kinloss, Huron, Kincardine Village	County of Bruce.

were signed unanimously, praying for aid from the Railway Fund to the Southern Extension.

Said petitions* were backed up on November 10th. 1871, by a large and influential delegation from the municipalities interested, in conjunction with the Railway Committee of the County of Bruce and other gentlemen, the said delegation comprising the names of

Adam Brown, Ex-President of Company, *Chairman.*
D. B. Chisholm, Mayor of Hamilton.
Messrs. Korman, Collins, Hilker. Henderson, Railway Council of Bruce.
D. D. Hay, Reeve of Listowel.
D. D. Campbell, Councillor of Listowel.
J. McDermott, Reeve of Wallace.
A. Little, Deputy-Reeve of Wallace.
J. Somerville, of Lucknow.
M. Campbell, "
T. Blair, Reeve of Kincardine Township.
D. Henderson, Deputy-Reeve, Huron.
R. Baird, Reeve, Kincardine Village.
A. Shaw, Solicitor, County of Bruce.
A. Sproat, M. P., of Walkerton.
E. Winstanley, of Elma.
J. Davis, of Mitchell.
J. Kelly, Reeve of Morris.
J. Leckie, " Grey.
J. Messer, " Turnberry.
and others.

Mr. Adam Brown stated :—

1st. The several stages of the movement in the advocacy and maturing of the scheme from its inception, the opposition which had been met, and overcome, from rival projects, and pointed to the result in the adoption of all the by-laws in its favour (save that of East Wawanosh) as strong and cogent reasons why the aid asked for should be granted.

2nd. That the agreements with the municipalities entered into in conjunction with adoption of said by-laws, required work to be actually commenced within three months, and finished in two years from their adoption, and that this rendered it of the utmost importance that an answer be given at an early day, as to obtaining a share of the Railway Fund.

3rd. That the companies interested in the project, viz.: the Wellington, Grey and Bruce and the Great Western Railway Companies, were willing on fair and equitable terms to afford the line projected from the City of London running powers over their road, from the point of junction westward to Kincardine.

Honourable Mr. Macdonald in reply stated.

* These petitions were left with the [illegible]

4th. That the delegation was the largest and most influential that had ever waited on the Government in relation to this or any other Railway project.

5th. That the subject would receive that consideration from the Government which its importance demanded, would be laid before the Government at an early day, and the company apprised of the action taken thereon.

6th. That application for aid, from a rival scheme from Toronto, had also been made, the promoters of which wanted a few weeks time in which to mature and develop their project, and that until this was done no final action would be taken, granting aid to either, and that in any case only one of the projects would be entitled to receive a share of the subsidy.

The foregoing is substantially correct.

ADAM BROWN.
Chairman of Delegation.

2nd February, 1872.

Copy. WELLINGTON, GREY AND BRUCE RAILWAY.

MEMO. No. 3.

In Re Railway Subsidy to Main Line.

At the interview in the month of July, 1871, referred to in Memo. No. 1, the Honourable J. S. Macdonald intimated to the undersigned, the President of the Company, that the subsidy of $2,000 per mile would be granted to the main line, from Harriston to the Lake, and further that, on condition of the company defraying the expenses of a Government Engineer or Agent to examine and report on the condition and progress of the work, a portion of the subsidy would be paid in anticipation of its completion to Southampton.

We certify the foregoing to be substantially correct.

(Signed) W. MCGIVERIN,
President.
D. D. HAY,
Reeve of Listowel.

3rd February, 1872.

Copy. WELLINGTON, GREY AND BRUCE RAILWAY.

MEMORANDUM, No. 4.

In re Railway subsidy to line.

On the 11th day of October, 1871, and interview was had with the Honourable J. S. Macdonald (the Honourable John Carling being present). Messrs. Joseph Price, Treasurer, Great Western Railway, Donald McInnes and Adam Brown were present, representing the Wellington, Grey and Bruce Railway Company.

The whole position and history of the project was placed before the Attorney-General, and it was fully explained that for that distance between Harriston and the boundary of Bruce, no provision had been made; that vexatious law suits had interfered with the progress of the works, that we had been obliged to seek for extension of time, all of which cost large sums of money, and that, owing to these delays, we had to pay more for the work than we had expected;

That further, the company had expected to have been able to issue bonds on sidings, and that the Township of Garafraxa would vote a bonus, in which the company were disappointed;

That the company had not let the contracts for the third section (from Harriston to Southampton) until long after the passing of the railway aid measure;

That the company had secured by-laws from Palmerston to Lucknow for the southern extension to Kincardine (one township excepted);

That the company had every assurance of being able to secure county and municipal aid to carry the road to Kincardine, from Lucknow, and claim that this line having secured the bonuses of the people should receive the Government aid to complete it.

The Attorney-General gave no decision, but promised that he and his colleagues would give the matter their consideration.

JOSEPH PRICE.

Copy. N 7.

HAMILTON, 30th November, 1871.

Honourable J S. MACDONALD,
Attorney General, Toronto.

MY DEAR SIR,—As the time is rapidly approaching when decisive action must be taken with reference to the South Bruce extension of the Wellington, Grey and Bruce Railway, I take the liberty of pressing upon you very earnestly the importance of your coming to a decision as to whether or not the Government aid will be extended to the project.

As you are aware, our bonuses obtained from the townships interested are contingent upon our commencing work within ninety days of the date of their ratification: only about twenty days of that time has now to elapse.

We went into the project in the full faith that if our line, instead of that of our opponents, chanced to be the choice of the people, their choice would be respected by the Government; had we been defeated, we would never have thought of throwing any obstacle in the way of our opponents in their dealings with the Government, but should have quietly acquiesced in the decision of the people. After a contest, however, in which both sides did their utmost to present their respective plans in the most favourable light, the decision was in our favour, and I cannot conceal from you my deep disappointment, the disappointment of your friends here and the people in the section interested, if that decision does not weigh with the Government in determining the question of aid to the enterprise.

I think I will rightly interpret the motives of the Government in introducing the measure granting aid to railways, when I say that it was for the purpose of encouraging the people through their municipal machinery to help themselves in this respect. I am sure that I accurately set forth the public expectation when I say that every *bona fide* effort on the part of the municipalities would meet with Government encouragement.

We do not bring before you any doubtful scheme. We do not ask that a cent of Government money be paid over to us until every condition which the Act requires shall be fully complied with. If we fail in any particular, then on us, not on the Government, will rest the responsibility. But if through the refusal of the Government to include our project among those entitled to assistance from the Provincial Treasury, we are prevented from commencing work upon the line, for which the people have voted so large a sum, it cannot be held that we are the responsible parties.

As the time for beginning the work was so short, the Directors resolved after the people voted the bonuses to waste no time, but, having perfect confidence that the Government aid would be granted, they proceeded with the survey from Palmerston, and so as to be ready to comply with the by-laws, they have advertised for tenders. You will thus observe that all that is required to go on with this important work is information that the aid is granted to us.

We only ask from the Government the minimum sum which it is in its discretion to grant. We are quite willing, moreover, that the London road should join ours at any convenient point of junction, and from that point to the terminus of the line the one bonus from the Government would be sufficient for both companies

I have in this letter referred especially to the South Extension of the line from Palmerston to Kincardine. As to the main line to Southampton, I presume, on that point, there is no question of our receiving the Government aid.

I have to apologize for the length of this communication, and, trusting that I may be favoured with an early and favourable decision in our case,

I am, my dear sir,

Yours respectfully,

(Signed). ADAM BROWN.

N 8.

Copy. MEMORANDUM OF HISTORY OF WELLINGTON, GREY AND BRUCE RAILWAY.

First Period.

The first Charter for a Railway, traversing the Counties of Wellington, Grey and Bruce, was passed by the Provincial Parliament at its session in 1856, and assented to on the 16th day of May of that year.—(*See Vic.* 19, *cap.* XXV.)

It is entitled an Act to incorporate certain persons under the name and style of the "Canada North West Railway Company." The preamble recites that the charter had been petitioned for by the Municipalities of the City of Toronto, Saugeen, Elderslie, Brant, Carrick, Bruce, Arthur, Peel and Minto.

The third clause of the Act authorizes the Company to construct a Railway from Lake Huron, at or near Southampton, in the County of Bruce, and Lake Ontario, at Toronto, * * * and to intersect and unite with the Grand Trunk Railway at the Town of Guelph, in accordance with the ninth section of the Railway Clauses Consolidation Act (section ninth, clause fifteenth), and to construct a fork or branch to Owen Sound, from any point north of Durham.

The following are the names of the corporators included in this charter: Honourable Wm. Cayley, M.P.P., and Alexander McNabb, County of Bruce; George Jackson, M.P. and W. K. Fletcher, County of Grey; Wm. Clarke, M.P.P., and Charles Allen, County of Wellington; Honourable J. H. Cameron, M.P.P., John George Bowes, M.P.P., John Beverly Robinson, George Duggan, James Beatty, John Duggan, John Hutchinson, Marcus Rossin, John Harrington, W. F. Mendell, and John Ewart Smith, of the City of Toronto. The said gentlemen were declared (sec. 5) to be provisional directors.

It was required that the Railway should be completed in five years.

The Company employed Mr. Sandford Fleming to make a preliminary report on the projected railway, which report was presented in December, 1856.

Mr. Fleming divided the municipalities to be benefited, into two classes.

1st. Those to be benefited in the first degree.

2nd. Those to be benefited in the second degree.

Of the first class he enumerated 5 municipalities, with a total extent of 2,218,252 acres.

Of the second class he enumerated 10 municipalities with a total extent of 612,884 acres. For names of municipalities and their population according to census of 1861, see pages eight and nine of Mr. Fleming's report herewith.

The company did not fulfil the conditions of their charter, which consequently lapsed through effluxion of time.

Second Period.

In 1864 another charter was granted by Parliament, being assented to on the 30th of June of that year, (See 27–28 Vic., cap cxiii, Statutes of Canada). It was petitioned for by the Honourable John McMurrich, and Francis Shanly, of the City of Toronto, and by a large number of other gentlemen, all of whom were residents of the Counties of Wellington, Grey, and Bruce.

The following gentlemen, with power to add to their number, were constituted a provisional Board of Directors, Honourable John McMurrich, Francis Shanly, of Toronto, George Jackson, M.P.P., of Grey, James Brocklebank, John Gillies, A. McNabb, and John Bruce, of the County of Bruce, and James Cattanach, A. Drew, J. M. Frazer, Charles Clarke, T. S. Parker, Samuel Wissler, A. Harvey, John Watt, J. B. Wylie, William Robertson, and James Ross, of the County of Wellington.

The third section of this charter empowers the company to construct a double or single iron railway * * * from the Town of Guelph, in the County of Wellington, to the Village of Southampton, or other point on Lake Huron, in the County of Bruce, with a branch, should they desire it, to the Town of Owen Sound, in the County of Grey, and

with power to connect with the Great Western or Grand Trunk Railways or both, at or near the said Town of Guelph.

The seventh section of the charter requires that the railway should be commenced within three years and finished within seven years from the passing of the Act.

Third Period.

Up to the month of May, 1866, no practical steps had been taken for commencing work, nor had any stock been subscribed, and the charter would lapse in June of the following year if such steps were not taken.

A meeting was therefore held in Fergus on May 2nd, which was largely attended by the reeves, deputy reeves, and other influential gentlemen from the Counties of Wellington, Grey and Bruce, were present. By invitation the Hamilton Board of Trade sent a deputation to attend, and thus Hamilton for the first time, became associated with the enterprise. After the adjournment of the general meeting the Provisional Directors were called together, a chairman was appointed, and a number of names added to the list of Provisional Directors. It was then resolved that stock books should be opened, and meetings held in the municipalities interested, with a view of ascertaining what assistance might be expected from municipal sources.

At this time nothing had been heard of the "Narrow Gauge" scheme. The rival routes then, were Mr. Fowler's central route project, and that of Mr. Cumberland's Angus and Durham Route. Within the following twelve months, however, both of these had virtually given place to the "Narrow Gauge."

The public meetings held in pursuance of the resolutions of the Provisional Directors were attended by delegates from Hamilton, and although they were met by the active opposition of the promoters of the other projects in the field, the result of the meeting was so encouraging as to warrant the Hamilton delegates in recommending their friends in the City to subscribe their share of the necessary amount of stock to save the charter, which otherwise would lapse on the 30th June, 1867. The stock was subscribed, and the necessary per centage paid into one of the chartered Banks, and on the 21st of June, 1867, the company was regularly organized, with Adam Brown, Esq., of Hamilton, President.

On the 28th June, 1867, the first sod was turned at Fergus.

Meantime it had been resolved to ask the municipalities to grant the company a free gift or bonus instead of asking them to take stock. By-laws for this purpose were submitted in the following Municipalities, and carried by the rate-payers for the amounts and on the dates named below, namely:—

Elora	$10,000	24 August, 1867.
Fergus	10 000	10 " "
Howick	20,000	21 November, 1867.
Minto	65,000	1st October. 1867
Maryboro'	40,000	6th November, 1867.
Nichol	10,000	5th October, 1867.
Peel	40,000	3rd December. 1867.
Wallace	25.000	31st August, 1867.
	$220,000	
Add paid up stock	30,000	
	$250,000	

As the granting of bonuses was not at that time known to the law, it became necessary that the votes of the municipalities should be legalized by the Legislature before the Company could avail itself of them This was effected by an amendment to the Company's charter, passed in February, 1868. In the same session of the Legislature the charter of the Toronto, Grey and Bruce (Narrow Gauge) Company was passed, which gave it power to serve the same territory as the Wellington, Grey and Bruce, and to reach the same termini on Lake Huron.

On the 1st of September, 1868, a by-law was passed by a vote of the ratepayers of the city authorizing the mayor to subscribe for capital stock of the Wellington, Grey and Bruce Railway Company, to be paid in capital stock of the Great Western Railway Company, then held by the city. The sale of the Great Western Railway stock thus virtually transferred, realized to the Wellington, Grey and Bruce Company $85,000. Meanwhile the Wellington, Grey and Bruce Directors were negotiating with those of the Great Western Railway for an agreement, by which the latter company should lease the line of the former, put rolling stock upon it; keep it in repair, and pay to the Wellington, Grey and Bruce Company, 30 per cent. of the gross earnings to meet interest on bonds issued, also to lay aside 20 per cent. of the earnings on interchanged traffic to redeem the principal of the bonds (see agreement marked B); that agreement is dated 15th June, 1869.

The Bonuses granted, and the stock subscribed up to this time were insufficient to carry the line through the County of Bruce, and the Company asked from that County a bonus of $250,000. The County Council submitted a by-law for that sum to be voted on by the ratepayers on 2nd November, 1869. As in previous contests, the promoters of the rival "Narrow Gauge" line gave the by-law the most determined opposition. Delegates from both companies, spent weeks in the county, nearly eighty public meetings were held, at which the question was discussed in the most exhaustive manner.

The routes selected by the two Companies through Bruce were practically the same. The people of four of the Townships believed that their local interests were not served by either, and therefore voted almost unanimously against the by-law.

Notwithstanding this, the by-law was carried by a majority of 260.

A Chancery suit, entered by a citizen of Hamilton to restrain the city from fulfilling the conditions of the by-law, on September 1st, and already alluded to, and other unexpected obstructions, caused much delay in the work of constructing the line, and it was feared that the bonuses of Minto, Maryborough and Howick would lapse before the Company could complete their line through these Townships, as required. An appeal, therefore, was made to them for an extension of time, and by-laws were submitted to the ratepayers for that purpose.

Again the promoters of the "Narrow Gauge Line" did everything in their power to defeat the by-laws, by sending delegates into the Townships, but again the by-laws were carried, those of Minto and Maryborough on 23rd May, 1870, and that of Howick on 14th June, 1870.

By an amendment to their charter, assented to 15th February, 1871, the Company was authorized to extend its line from some point on the main line to Kincardine, in the County of Bruce.

Negotiations were immediately entered into with the Great Western Company for an extension of their agreement to this part of the line, which negotiations terminated successfully (see letters of Jos. Price, Treasurer, February 2, attached). Preparations were also made for submitting bonus by-laws in the Townships contiguous to the line, and in August last these were submitted by the Councils of ten Municipalities. In order to defeat these by-laws the Toronto, Grey and Bruce (narrow gauge) Company united with the London, Huron and Bruce (narrow gauge) Company in an agreement to unite their respective roads at the Village of Wingham, and thence run over the same tract to Kincardine, thus offering to the people the temptation of having two Companies instead of one. Both the narrow gauge companies sent strong deputations into the Townships to oppose the by-laws, and again the question was discussed in all its ramifications. The result of the polling was that the following Municipalities passed their by-laws for the amounts and on the dates named below.

Wallace	$10,000 00	16th	September,	1871.
Listowel	15,000 00	15th	do	do
Elma	30 000 00	16th	do	do
Grey	35,000 00	11th	do	do
Morris	30,000 00	16th	do	do
Turnberry	28,000 00	11th	do	do

West Wawanosh	18,000 00	21st	do	do
Kinloss	15,000 00	20th	do	do
Ashfield	10,000 00	12th	do	do

In the Township of East Wawanosh, the by-law was defeated, and this is the only by-law proposing a bonus to the Wellington, Grey, and Bruce Railway *that ever was defeated at the polls.*

In so far as the claim of this company for Government assistance may be interfered with by that of the Narrow Gauge line. it is respectfully submitted, that the choice of the people of the section to be served ought to be decisive, and whenever the municipalities have had a choice between the two lines, they have invariably chosen that of the Wellington, Grey and Bruce Company. The reasons for this preference are not difficult to discover.

(1). The superiority of a line, the gauge of which is uniform. with that of all the leading lines on the continent, is beyond question, not only with reference to the present but having regard to the future and more extended arrangements between companies having connecting lines, and also in view of the almost unanimous opinion of eminent railway authorities that all the railways of this continent should adopt the 4 feet 8½ inches gauge, which that of the Wellington. Grey and Bruce adopted.

(2). Not only is the 4 feet 8½ inches gauge superior to the 3 feet 6 inches or narrow gauge, on account of uniformity with other lines, but it is intrinsically superior as well as giving a much more efficient railway than the latter gauge can give.

(3). The natural channel of the traffic of the region to be served by the Wellington, Grey and Bruce Railway leads directly to Guelph.

The two leading gravel roads of the country, the one starting from Southampton and the other from Owen Sound, converge at Guelph, in fact the whole road system of the region has been constructed with reference to Guelph as a centering point for traffic.

At Guelph both the Great Western and Grand Trunk are reached at the most convenient point.

Here a choice of either the American market, *via* Suspension Bridge, or the Montreal market, *via* the Grand Trunk, is afforded, and also the advantage of competing lines of railway to Lake Ontario reaching both Hamilton and Toronto,

W. McGIVERIN,

Hamilton, Ont., February 5th, 1872. *President.*

GREAT WESTERN RAILWAY.
TREASURER'S OFFICE, HAMILTON,
Ontario, 2nd February, 1872.

WM. McGIVERIN, ESQ., President,
Wellington, Grey and Bruce Railway Company, Hamilton.

MY DEAR SIR —I beg to hand you this official notification under the seal of this Company, of the willingness of the Great Western Railway Company, to extend their present agreement with the Wellington Grey and Bruce Railway Company, to a Branch from about Palmerston on the main line to Kincardine on Lake Huron, and to redeem the bonds of the Wellington, Grey and Bruce Company, in the same manner as they do the bonds issued for the main line, but to the limited extent of $10,000 per mile of railway, on condition that bonuses are furnished to the extent of $6,000 per mile of railway to be built.

Yours faithfully,

JOSEPH PRICE,

[Seal.] *Treasurer and Secretary, Canada Board.*

9 N.

ARTICLES OF AGREEMENT *made and entered into this ninth day of November, in the year of our Lord one thousand eight hundred and seventy-one, between the Wellington, Grey and Bruce Railway Company of the first part, and the Corporation of the County of Bruce of the second part, hereinafter mentioned and referred to as "the said company," and "the said corporation."*

Whereas the said corporation have heretofore granted a bonus, in debentures of said corporation, of two hundred and fifty thousand dollars to the said company, subject to certain conditions.

And whereas since the granting of said bonus, the Legislative Assembly of Ontario have passed an Act, entitled, "An Act in aid of Railways."

And whereas the railway company have been disappointed in the receipt of certain other bonuses, upon which they had relied as part of their resources for the construction of the said railway, and the cost thereof has been increased beyond the amount which was anticipated at the time the said county bonus was so granted, but it is felt, nevertheless, that if said Act is made applicable to the line of railway under construction by said company through said County of Bruce, and the full amount of the aid granted is paid to them, in addition to the said bonus, it will be inequitable to the said county, and that if said county pay over all said bonus, a part of said railway aid fund so paid to said company, under said Act, should be paid over to said county.

And whereas it has been stipulated for by the said corporation, and it is hereby agreed between the said company and the said corporation, that if said railway aid, under said Act, be paid to said company, they will pay or cause to be paid over to the said corporation fifty per cent. thereof, or such rateable proportion as shall apply to and be payable in respect of the line of road passing through said county, that is to say, from the boundary line to Southampton, and the said corporation, in consideration thereof, hereby agrees to aid and assist said company to the best of their ability, to apply for and obtain said aid for said company.

Now this agreement witnesseth that in consideration of such assistance by said Corporation of the County of Bruce, in aiding said railway company to obtain from the Government of Ontario said railway aid fund for said railway (being the main line from the boundary line of Bruce to Southampton), said railway company covenants and agrees to pay over, or cause to be paid over, fifty per cent. of all such monies as they shall receive from said Government of Ontario under said Act, for and in respect of the line of road from the boundary line of Bruce to Southampton aforesaid.

And the said railway company do hereby authorize and empower the treasurer of the said Corporation of the County of Bruce by the said railway company, or its authorized official, handing over to said treasurer a properly executed irrevocable power of attorney, signed and sealed by the President of said Company, directing the payment to the said treasurer or the said corporation from time to time as and when such aid shall be granted by the Government official appointed to pay the same, such fifty per cent. as aforesaid and authorizing the said treasurer of the said corporation to grant all proper discharges therefor.

And the said corporation hereby agrees in the meantime to aid and assist the said railway company to obtain said aid to as great an extent as they reasonably can.

In witness whereof the said the Wellington, Grey and Bruce Railway Company have hereunto caused their corporate seal to be affixed under the hand of their President and the Corporation of the said County of Bruce have caused their corporate seal to be hereunto affixed under the hand of their Warden, the day and year first above written.

(Signed) W. McGIVERIN,
President, W. G. & B. R.

(Signed) JOHN GILLIES,
Warden, County Bruce.

Signed and sealed by the
said Railway Company, in presence of
(Signed), W. McCULLOCH, *Secretary-Treasurer.*
(Signed), GEORGE GOULD, *Clerk.*

I, George Gould, County Clerk of the County of Bruce, hereby certify that the foregoing or within is a true and correct copy of the instrument or agreement between the Wellington, Grey and Bruce Railway Company and the County of Bruce.

Witness my hand and office seal at Walkerton, in the county of Bruce this second day of February, A.D. 1872.

(Signed) GEORGE GOULD,

(Seal). *County-Clerk, Bruce.*

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10 N.

(Copy).

To the Warden and Council of the County of Bruce

The Petition of the undersigned Reeves and Deputy-Reeves of the following Townships:—Kincardine, Kinloss and Huron, sheweth:—

That the Wellington, Grey and Bruce Railway Company having requested the following Townships, viz.: Kincardine, Kinloss and Huron, being a portion of the County Municipality of the County of Bruce to grant them a bonus of fifty-one thousand dollars.

We, the said Petitioners, in conformity with Chapter 37, 34th Victoria, Ontario, desire to grant a bonus to aid to the extent aforesaid in the construction of the said Railway, and to be assessed therefor.

We therefore pray that your said Council will introduce a By-law and submit the same to the vote of the qualified ratepayers of that portion of the Municipality of the County of Bruce aforesaid for the purpose of raising the said sum in that portion of the County of Bruce above set forth by the issue of Debentures of the said Municipality of the County of Bruce for the amount of said bonus, payable in twenty years and for the delivery of the same to the Treasurer of the Province of Ontario on following terms:—

1st. That the route from the Village of Lucknow, in the Township of Kinloss, to the waters of Lake Huron, at the Harbour at the Village of Kincardine, shall be as direct as possible, having due consideration to the engineering difficulties that may be encountered.

2nd. That there shall be a freight and passenger station, at or near the centre of the Township of Huron.

3rd. That there shall be a freight and passenger station at the Village of Kincardine.

4th. Provided further, that the said debentures shall be deposited with the Treasurer of the Province of Ontario, or in one of the chartered banks of the Dominion of Canada, and the same shall not be delivered to the company, nor shall the company be entitled thereto or to any portion thereof; nor shall any liability attach upon the municipality in respect thereof, except upon the certificate of the chief engineer of the company confirmed by the report or certificate of the county engineer for the time being showing the work done and the amount expended upon the line to the date of the certificate, and further showing the rateable proportion payable by the municipality in respect thereof, having regard to the total contract price and the amount of bonus payable by this municipality, but such amount shall not exceed the *pro rata* amount per mile for the entire length of the line.

5th. That the construction of the road shall be commenced at a point in the Township of Kinloss, four miles east of the Village of Lucknow and the Village of Kincardine, and carried on simultaneously and be completed and in running order within two years from the date of the final passing of the said by law, and the work to be commenced within three months after the date of such final passing.

6th. That the said company shall enter into an agreement with the said Corporation of the County of Bruce to complete the said railway so as to have it in running order within two years from the date of the final passing of said by-law, and that if any of the conditions or stipulations above mentioned be broken by the said company, the said company shall not thereafter have against said municipality any claim for debentures or moneys after such breach.

That this petition shall be contingent upon the Municipality of the Village of Kincardine supplementing the bonus before mentioned to the extent of a bonus of eight thousand dollars of debentures.

Dated at Walkerton, this twenty-fourth day of January, A. D. 1872.

(Signed) Robert Purvis,
Reeve of Kinloss Township.

(Signed Peter McKenzie,
Deputy Reeve of Kinloss Township.

(Signed) John Stewart,
Reeve of Huron Township.

(Signed) David Henderson,
Deputy Reeve of Huron Township.

I, George Gould, County Clerk of the County of Bruce, hereby certify that the foregoing is a true and correct copy of Petition presented to the County Council of the County of Bruce, of the day and the date thereof, and upon which By-law No. 55 was prepared and submitted.

Witness my hand and office seal at Walkerton, this 5th day of February, A.D. 1872.

(Signed) O. Gould,
County Clerk, Bruce.

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11 N.

Memorandum.

By-law No. 55, To aid the Wellington, Grey and Bruce Railway Company, by free grant or donation of debentures, by way of bonus, to the extent of $51,000 (fifty-one thousand dollars).

Dated at Town of Walkerton, 30th January, 1872.

Also, By-law No. 56, To aid the Wellington, Grey and Bruce Railway Company by a free grant or donation of debentures, by way of bonus, to the extent of $20,000 (twenty thousand dollars).

Dated at Town of Walkerton, 18th June, 1872.

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12 N.

Memorandum.

Printed—Reports by Chief Engineer, Sandford Fleming.

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13 N.

WELLINGTON, GREY AND BRUCE RAILWAY, SOUTHERN EXTENSION.

List of Bonuses voted to Lucknow—51 Miles.

——	Day of Voting.	Result of Vote.	Amounts.
			$ cts.
Wallace	16th Sep. 1871	160 Majority	10,000 00
Listowell	15th do	Unanimous	15,000 00
Elma	16th do	40 Majority	30,000 00
Grey	11th do	361 do	35,000 00
Morris	16th do	100 do	30,000 00
Turnberry	11th do	11 do	28,000 00
E. Wawanosh	15th do	Lost.	18,000 00
W. do	21st do	184 Majority	18,000 00
Kinloss	20th do	296 do	15,000 00
Ashfield	12th do	175 do	10,000 00
			209,000 00
Less—East Wawanosh lost			18,000 00
			191,000 00

FINANCIAL SCHEME FOR BUILDING 16 MILES FROM LUCKNOW TO KINCARDINE.

Bonuses.

Bruce, County Bonus	$20,000
Kinloss, Huron and Kincardine Townships grouped	51,000
Kincardine Village	8,000
	$79,000.
Less Kinloss $15,000 allowed to lapse	15,000
	$64,000
Total amount of Bonuses to build 67 miles of roads	$255,000

WILLIAM McGIVERIN,
President.

O.

(Copy.) PROVINCIAL SECRETARY'S OFFICE,
Toronto, 6th February, 1872.

SIR,—I have the honour to acknowledge the receipt of your letter of the 5th instant, and to inform you that, in addition to the information therein contained, the Government requires, at as early a date as possible, a certified list of the *bona fide* paid up stock, with the amount of that stock, and copies of the by-laws in connection with the southern extension of the road.

I have the honour to be, Sir,
Your obedient servant,
PETER GOW,
Secretary.

WM. McGIVERIN, Esq.,
President Wellington, Grey and Bruce Railway Company, Hamilton.

P.

(Copy.) WELLINGTON, GREY AND BRUCE RAILWAY, ONTARIO, CANADA.
Hamilton, 6th February, 1872.

SIR,—I sent you last evening by special messenger a number of papers and documents and the profiles of our line. I now beg to enclose copy of resolution passed at meetings of the ratepayers of the Village of Kincardine held on the evening of 30th ultimo, which was passed with scarcely a dissenting voice.

Yours faithfully,
WM. MCGIVERIN,
President.

The Honourable Peter Gow,
Provincial Secretary, etc., etc., Toronto.

COPY OF RESOLUTION *carried at meeting last night:*

May 30th, 1872.

Moved by Wm. Rastall, Esq., seconded by D. McKendrick, Esq.

That the thanks of this meeting is due and is hereby tendered to R. Baird, Esq., Reeve of the Corporation, for the action he took at the recent meeting of the County Council in reference to the extension of a line of railway to this village, and that this meeting fully approve of the agreement entered into by the County Council and the President of the W. G. & B. Railway Co., for the extension of their road *via* the southern extension to this place, and that the ratepayers of this municipality, here assembled, pledge themselves to use every legal means for the due carrying out of the said agreement, and the passing of the by-laws granting eight thousand dollars to said railway company as a bonus in aid of the said extension—Carried.

Moved by Mr. Stewart, seconded by D. Henderson.

And resolved that the prayer of the petition of the Reeves and Deputy Reeves of the Townships of Kinloss, Huron and Kincardine Township to submit a sectional county by-law for the sum of fifty-one thousand dollars by way of a free grant or bonus to aid the Wellington, Grey & Bruce Railway Company to extend the southern extension of their road from the Village of Lucknow, in the Township of Kinloss, to the waters of Lake Huron, in the Village of Kincardine—Carried.

I, George Gould, County Clerk of the County of Bruce hereby certify that the above is a true and correct copy of a resolution submitted and carried at the meeting of said Council on the twenty-fifth day of January, A.D., 1872.

Witness my hand and office seal at Walkerton, in the County of Bruce, this fifth day of February, A.D., 1872.

[Signed] GEORGE GOULD,
County Clerk. [L. S.]
Bruce.

Moved by Mr. Baird, seconded by Mr. McKenzie.

And *resolved*, that a By-law be submitted to this Council for the sum of twenty thousand dollars to aid the Wellington, Grey and Bruce Railway Company by way of free grant or bonus to extend their road from the Village of Lucknow, in the Township of Kinloss, to the waters of Lake Huron, in the Village of Kincardine—Carried.

I, George Gould, County Clerk of the County of Bruce, hereby certify that the above is a true and faithful copy of a Resolution submitted and carried at the meeting of said Council, on the twenty-fifth day of January, A.D. 1872.

Witness my hand and office seal at Walkerton, in the County of Bruce, this fifth day of February, A.D., 1872.

GEORGE GOULD,
County Clerk.
Bruce.

(Copy.) REPORT OF RAILWAY COMMITTEE.

Your Committee proceeded to the City of Hamilton and met the Directors of the W., G. and B. Railway, on Thursday, the 9th day of November last, when an agreement was arrived at between your Committee and the Directors of the aforesaid Railway Company, in respect of the Government subsidy to the Railway now constructing from the south boundary of the Township of Carrick to Southampton, the Company agreeing to hand over half the amount of said subsidy when procured.

Your Committee, on the 16th day of November, accompanied with a Deputation of the aforesaid Railway Company Directors, proceeded to Toronto, and had an interview with the Premier, who gave the said Deputation every assurance that the claims of aforesaid Line of Railway would be favourably considered by the Ontario Government.

Your Committee recommend that the Warden be required to sign the prepared agreement already signed by the President of the W., G and B. Railway Company, in respect to the Government subsidy, and the Corporate Seal be attached thereto.

Dated 7th December, A.D., 1871.

Certified correct. Adopted.

Witness my hand and office seal at Walkerton, this 5th day of February, A.D., 1872.

GEORGE GOULD,
County Clerk,
Bruce.

SUPPLEMENTARY PAPERS

Respecting application of "Wellington, Grey and Bruce Railway" for aid; presented to the Legislative Assembly by Command of His Excellency the Lieutenant-Governor.

Provincial Secretary's Office,
Toronto, 21st February, 1872.

SCHEDULE.

"Wellington, Grey and Bruce Railway" Supplementary Papers and Correspondence.

8th February, 1872.—Letter from President, Wellington, Grey and Bruce Railway, to Provincial Secretary enclosing List of Stockholders.
—By-laws, Southern Extension.
12th " " —Letter from Provincial Secretary to President of Company.
16th " " —Telegram from Provincial Secretary to President Wellington, Grey and Bruce Railway.
—Letter from President of Company, to Provincial Secretary.
19th " " —Statement showing position of Company, on completion of 1st and 2nd sections.
20th " " —Letter from President of Company to Provincial Secretary.
22nd " " —Letter from President of Company enclosing affidavit.

(Copy.)

Wellington, Grey and Bruce Railway, Ontario, Canada,
Hamilton, 8th February, 1872.

Sir,—In answer to your letter of the 5th inst., I beg to enclose as requested a certified copy of our list of stockholders with the amounts paid on their stock, and also a copy of our by-laws of the southern extension.

I have the honour to be, Sir,
Your obedient servant,
(Signed) W. McGiverin.
President.

Honourable Peter Gow,
Provincial Secretary, Toronto.

WELLINGTON, GREY AND BRUCE RAILWAY.

STATEMENT showing *bona fide* paid up Stock and amounts paid thereon.

NAME.	Residence.	No. of Shares.	Amount of Stock.	Amount paid thereon.
			$ cts.	$ cts.
Hendrie, Wm.	Hamilton	250	25,000 00	25,000 00
Proctor, John	do	600	60,000 00	60,000 00
City of Hamilton	do	1,006	100,600 00	100,600 00
Brown, Adam*	do	5	500 00	50 00
McGiverin, Wm.*	do	5	500 00	50 00
McInnes, D.*	do	5	500 00	50 00
Winer, John*	do	5	500 00	50 00
Turner, Jas.*	do	5	500 00	50 00
Wood, A. T.*	do	5	500 00	50 00
Booker, Jno.	do	45	4,500 00	450 00
Stuart, Jno.*	do	5	500 00	50 00
Mackenzie, Jno. J.*	do	5	500 00	50 00
Vint, Richard	do	45	1,500 00	450 00
Ferrie, John*	do	5	500 00	50 00
Burton, Geo. W.*	do	5	500 00	50 00
McHaffie, J.	do	45	4,500 00	450 00
Niblett, W. C.	do	100	10,000 00	1,000 00
Reid, W. G.	do	95	9,500 00	950 00
Summers, J.	do	95	9,500 00	950 00
Stewart, Jas.*	do	5	500 00	50 00
Taylor, Henry	do	100	10,000 00	1,000 00
Proctor, Jno.*	do	5	500 00	50 00
Macdonald, J. A.	do	10	1,000 00	100 00
Leggat, M.*	do	5	500 00	50 00
Walker, Jas.*	do	5	500 00	50 00
Watson, Jas.*	do	5	500 00	50 00
McInnes, A.*	do	5	500 00	50 00
Stevens, J.	do	250	25,000 00	2,500 00
Parker, T. S.	Guelph	5	500 00	50 00
Harvey, J. C.	Hamilton	45	4,500 00	450 00
Nixon, R.	do	250	25,000 00	2,500 00
Edgar, W.*	do	5	500 00	50 00
Muir, J.	do	45	4,500 00	450 00
Martin, J.	do	45	4,500 00	450 00
Stewart, P.	do	45	4,500 00	450 00
Duke, Potter	do	25	2,500 00	250 00
Wortley, W. C.	Drayton	1	100 00	10 00
Barnard, J. J.	Hamilton	250	25,000 00	2,500 00
Drew, G. A.*	Elora	5	500 00	50 00
Frazer, J. M.*	do	5	500 00	50 00
Ferguson, Geo. D.*	Fergus	5	500 00	50 00
Wilson, Jas.*	do	5	500 00	50 00
White, Jas.	do	5	500 00	50 00
Haffier, J.	Elora	170	17,000 00	1,700 00
Feather, J.	Fergus	385	38,500 00	3,850 00
Buchanan, Josh	Hamilton	250	25,000 00	2,500 00
Angus, Robt.	do	250	25,000 00	2,500 00
Irvine, W.	do	5	500 00	50 00
Bryden, J.	do	104	10,400 00	1,040 00
Mitchell, D. G.	do	240	24,000 00	2,400 00
Forster, Estate of G. J.	do	7	700 00	70 00
Service & Wild	do	1	100 00	100 00
Bruce, J. A.	do	1	100 00	100 00
Sanford, McInnes & Co.	do	3	300 00	300 00
McInnes, Calder & Co.	do	3	300 00	300 00
Wood & Leggat	do	1	100 00	100 00
Turner, J. & Co.	do	2	200 00	200 00
Brom, Gillespie & Co.	do	2	200 00	200 00
Saunders, T. & Co.	do	1	100 00	100 00
Gates, F. W.	do	1	100 00	100 00
Christie, T. & Co.	do	1	100 00	100 00
Skinner, A. F.	do	1	100 00	100 00
Bickle, T. & Son	do	1	100 00	100 00
Murray, A. & Co.	do	1	100 00	100 00

WELLINGTON, GREY AND BRUCE RAILWAY—*Continued.*

NAME.	Residence.	No. of Shares.	Amount of Stock.	Amount paid thereon.
			$ cts.	$ cts.
Moore, D. & Co	Hamilton	1	100 00	100 00
Kerr, Brown & Mackenzie	do	2	200 00	200 00
McPherson, J. & Co	do	2	200 00	200 00
Gurney, E. & C	do	3	300 00	300 00
Buchanan & Co	do	3	300 00	300 00
Hendrie, W	do	1	100 00	100 00
Hope, A. & Co	do	1	100 00	100 00
Harvey, J.	do	1	100 00	100 00
Young, Jno	do	2	200 00	200 00
Thompson, Burkett & Bell	do	1	100 00	100 00
Williams, J. M., M.P.P	do	1	100 00	100 00
Carroll, Peter	do	3	300 00	300 00
Reekie & Robinson	do	4	400 00	400 00
Robertson, D	do	4	400 00	400 00
Frazer	do	1	100 00	100 00
Total		4,922	492,200 00	221,300 00

Of the foregoing stockholders those only marked with the asterisk are responsible or of ability to pay the balance remaining due on their stock.

I hereby certify the above to be a true copy of the list of stockholders in this company.

(Signed) W. McGIVERIN,
President.

W. McCULLOCH,
Secretary-Treasurer.

(Copy.)

A BY-LAW to aid the Wellington, Grey and Bruce Railway Company, by a free grant or donation of debentures by way of bonus to the extent of ten thousand dollars subject to certain terms, restrictions, and conditions.

Whereas, by certain Acts passed by the Legislature of the Province of Ontario, the municipalities therein referred to are authorized to aid the Wellington, Grey and Bruce Railway by free grants or donations of debentures by way of bonus;

And whereas, the Municipal Council of the Township of Wallace being one of the municipalities so authorized are desirous of aiding the said railway, by the free grant or donation of debentures to the extent of ten thousand dollars, and propose to issue debentures for that purpose;

And whereas, it will require the sum of one thousand one hundred dollars to be raised annually by special rate for the payment of the said debentures and the interest thereon as hereinafter mentioned;

And whereas, the amount of the whole rateable property of the said municipality irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the sinking fund hereinafter mentioned or any part thereof according to the last revised assessment roll of the said municipality, being for the year 1871, was five hundred and sixty-three thousand four hundred and ten dollars;

And whereas, the amount of the existing debt of the said municipality is as follows:—

Principal the sum of eighteen thousand five hundred dollars and interest the sum of seventeen thousand seven hundred and sixty dollars, making in the aggregate the sum

of thirty-six thousand two hundred and sixty dollars of which interest no portion is in arrear ;

And whereas, for paying the interest and creating an equal yearly sinking fund for paying the said sum of ten thousand dollars and interest as hereinafter mentioned, it will require an equal annual special rate of two mills on the dollar in addition to all other rates to be levied in each year ;

Be it therefore enacted, by the Municipal Council of the Township of Wallace :—

1. That it shall be lawful for the reeve of the said township, and he is hereby required to issue debentures to the extent of ten thousand dollars in sums of not less than one hundred dollars each, which debentures shall be sealed with the seal of the said municipal council, and be signed by the said reeve and countersigned by the treasurer.

2. That the said debentures shall be made payable in twenty years from the day hereinafter mentioned for this by-law to take effect at the office of the Merchant's Bank, at the Town of Stratford, and shall have attached to them coupons for the payment of interest

3. That the said debentures shall bear interest at and after the rate of six per cent. per annum from the date thereof which interest shall be payable on the first day of March in each year.

4. That for the purpose of forming a sinking fund for the payment of the said debentures, and the interest at the rate aforesaid to become due thereon, an equal special rate of two mills in the dollar shall in addition to all other rates be raised, levied, and collected, in each year upon all the rateable property in the said municipality during the continuance of the said debentures or any of them.

Provided, always and it is hereby declared that this by-law is passed subject to the following stipulations and conditions :

1. That before the reeve shall issue the said debentures the railway company shall furnish an agreement under the seal of the company, (a copy whereof has been submitted to, and approved of by this council), undertaking and binding the company in the manner set forth therein, to commence the extension therein referred to, that is to say, the extension of the said Wellington, Grey and Bruce Railway through North Perth, North Huron, and South Bruce to Lucknow, within three months after the final passing of this by-law, and to complete the same to Lucknow ready for traffic within two years from that time.

2. That the said extension shall branch off from the main line at the station now erected in the Township of Wallace, and proceed to the Village of Listowel, with a permanent freight and passenger station at Gowanstown, built within a distance of six chains from the south-westerly angle of lot number twenty-four, in the fifth concession of the said township, provided no natural or engineering difficulties prevent its being placed within those limits : but if the chief engineer for the time being of the Great Western Railway certify that any such difficulty intervene, then within a distance of twelve and a half miles of said angle of said lot :

And provided, that the debentures shall be deposited with the Treasurer of the Province of Ontario, or in one of the chartered banks of this Province, or of the late Province of Canada, and the same shall be delivered to the company on the day of the arrival of the first passenger train at the Village of Listowel ; provided the said extension shall then be completed and ready for traffic from the main line to the station at the said village, and thereupon the company shall be entitled to demand and receive from the said municipality debentures to the amount of ten thousand dollars aforesaid, the current coupons, and those yet to mature :

And provided, further, that if the work shall not be commenced within the said period of three months above specified, it shall be optional with the council by resolution duly passed to that effect to declare this by-law and the agreement founded thereon cancelled and at an end.

5. That this by-law shall take effect and come into operation upon the twenty-third day of September next.

6. That the said debentures shall be deposited within one month after the final passing of this by-law, with the Provincial Treasurer of this Province.

7. And be it further enacted, that the votes of the electors of this municipality shall be taken on this by-law, as follows:—Namely, at the places hereinafter mentioned, and referred to in the notice appended to this by-law, being the place at which the election of members of council are held, on the sixteenth day of September next, at the hour of nine o'clock in the forenoon, and ending at five o'clock in the afternoon of the same day, and that the following persons shall be Returning Officers to take the votes of such places:

Place of Voting.	*Returning Officer.*
The School house, in Section No. 1	Alexander McKay.
do do 5	Seth Doan.
The building at Gowanstown, lately occupied by Rev. Jamieson	James Pigott.
The School-house, in Section No. 8	Joseph H. Craig.
do do 6	C. M. Hemsworth.

Take notice, that the above is a true copy of a proposed by-law, which will be taken into consideration by the council of this municipality, after one month from the first publication thereof, in the Listowel *Banner* (the date of which first publication was the twenty-fourth day of August, 1871), and that the votes of the electors of the said municipality will be taken thereon at the places above named, on the said sixteenth day of September next, at the hour of nine o'clock in the forenoon, and ending at five o'clock in the afternoon of the same day.

(Signed). C. M. Hemsworth,
Township Clerk.

Dated this 23rd day of August, 1871.

A By-Law to aid the Wellington, Grey and Bruce Railway Company, by a free grant or donation of debentures by way of bonus to the extent of thirty thousand dollars, subject to certain terms, restrictions, and conditions.

Whereas, by certain Acts passed by the Legislature of the Province of Ontario, the municipalities therein referred to are authorized to aid the Wellington, Grey and Bruce Railway, by free grants or donations of debentures by way of bonus:

And whereas, the Municipal Council of the Township of Morris being one of the municipalities so authorized are desirous of aiding the said railway, by the free grant or donation of debentures to the extent of thirty thousand dollars, and propose to issue debentures for that purpose:

And whereas, it will require the sum of three thousand three hundred dollars to be raised annually by special rate, for the payment of the said debentures and the interest thereon as hereinafter mentioned:

And whereas, the amount of the whole rateable property of the said municipality irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the sinking fund hereinafter mentioned or any part thereof according to the last revised assessment roll of the said municipality, being for the year 1871 was three hundred and seventy-four thousand two hundred and fifty dollars:

And whereas, the amount of the existing debt of the said municipality is as follows:

Principal the sum of one hundred dollars and interest the sum of forty-eight dollars, making in the aggregate the sum of one hundred and forty-eight dollars, of which interest no portion is in arrear:

And whereas, for paying the interest and creating an equal yearly sinking fund for paying the said sum of thirty thousand dollars and interest as hereinafter mentioned, it will require an equal annual special rate of $8\frac{41}{50}$ cents in the dollar in addition to all other rates to be levied in each year:

Be it therefore enacted, by the Municipal Council of the Township of Morris.

1. That it shall be lawful for the reeve of the said township, and he is hereby

required to issue debentures to the extent of thirty thousand dollars, in sums not less than one hundred dollars each, which debentures shall be sealed with the seal of the said municipal council, and be signed by the said reeve and countersigned by the treasurer.

2. That the said debentures shall be made payable in twenty years from the day hereinafter mentioned for this by-law to take effect at the office of the Royal Canadian Bank, in Seaforth, and shall have attached to them coupons for the payment of interest.

3. That the said debentures shall bear interest at and after the rate of six per cent. per annum from the date thereof, which interest shall be payable on the first days of January and July in each year.

4. That for the purpose of forming a sinking fund for the payment of the said debentures, and the interest at the rate aforesaid to become due thereon an equal special rate of $8\frac{41}{50}$ mills in the dollar shall, in addition to all other rates, be raised. levied, and collected in each year upon all the rateable property in the said municipality during the continuance of the said debentures or any of them.

Provided always, and it is hereby declared, that this by-law is passed subject to the following stipulations and conditions:—

1. That before the reeve shall issue the said debentures, the railway company shall furnish an agreement under the seal of the company (a copy whereof has been submitted to, and approved of by, this council), undertaking and binding the company in the manner set forth therein, to commence the extension therein referred to, that is to say, the extension of the Wellington, Grey and Bruce Railway through South Bruce and North Huron to Lucknow, within three months after the final passing of this by-law, and to complete the same to Lucknow, ready for traffic, within two years from that time, and erect a station at or near to Ainleyville, within one quarter of a mile of the bridge that crosses the Maitland river at Ainleyville, either in Grey or Morris, and another at or near Bluevale.

And provided, that the debentures shall be deposited with the Treasurer of the Province of Ontario, or in one of the chartered banks of this Province, or of the late Province of Canada, and the same shall be delivered to the company on the certificate of the engineer of the company, confirmed by the certificate, for the time being, of the chief engineer of the Great Western Railway, as the work progresses through the township of Morris, the production of which certificate shall entitle the company to demand and receive from the said municipality debentures to the amount so mentioned with the current coupon and those yet to mature;

And provided further, that if the work shall not be commenced within the said period of three months above specified, it shall be optional with the council, by resolution duly passed to that effect, to declare this by-law and the agreement founded thereon cancelled and at an end.

5. That this by-law shall take effect and come into operation upon the twenty-sixth day of September next.

6. That the said debentures shall be deposited within one month after the final passing of this by-law, either with the Provincial Treasurer, or in one of the chartered banks of this Province, or of the late Province of Canada.

7. And be it further enacted, that the votes of the electors of this municipality shall be taken upon this by-law as follows:—namely, at the places hereinafter mentioned and referred to in the notice appended to this by law, being the places at which the election of members of council are held on the sixteenth day of September next (1871), at the hour of nine o'clock the forenoon, and ending at five o'clock in the afternoon of the same day, and that the following persons shall be returning officers to take the votes at such places.

Returning Officer.

THOMAS HOLMES.

Township Clerk.

Place of voting—At Alfred Brown's mill, at the north half lot No. 11, in the sixth concession.

Take notice, that the above is a true copy of a proposed by-law which will be taken into consideration by the council of this municipality after one month from the first publication thereof in the *Huron Expositor* (the date of which first publication was the twenty-

fifth day of August, 1871), and that the votes of the electors of the said municipality will be taken thereon at the places above named on the said sixteenth day of September next at the hour of nine o'clock in the forenoon, and ending at five o'clock in the afternoon of the same day.

(Signed), THOMAS HOLMES,
Township Clerk.

Clerk's Office:
Dated this 16th day of August, 1871.

A BY-LAW to aid the Wellington, Grey and Bruce Railway Company, by a free grant or donation of debentures by way of bonus to the extent of thirty thousand dollars, subject to certain terms, restrictions and conditions.

Whereas by certain Acts passed by the Legislature of the Province of Ontario, the municipalities therein referred to are authorized to aid the Wellington, Grey and Bruce Railway, by free grants or donations of debentures by way of bonus.

And whereas, the Municipal Council of the Township of Elma being one of the municipalities so authorized are desirous of aiding the said railway, by the free grant or donation of debentures, to the extent of thirty thousand dollars, and propose to issue debentures for that purpose:

And whereas, it will require the sum of three thousand three hundred dollars to be raised annually, by special rate, for the payment of the said debentures and the interest thereon, as hereinafter mentioned:

And whereas, the amount of the whole rateable property of the said municipality, irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the sinking fund hereinafter mentioned, or any part thereof, according to the last revised assessment roll of the said municipality, being for the year 1871, was six hundred and seventeen thousand five hundred and fifty-five dollars:

And whereas, the amount of the existing debt of the said municipality is as follows:

Principal the sum of nineteen thousand dollars, and interest the sum of five thousand seven hundred dollars, making in the aggregate the sum of twenty-four thousand seven hundred dollars, of which interest no portion is in arrear.

And whereas, for paying the interest and creating an equal yearly sinking fund for paying the said sum of thirty thousand dollars and interest, as hereinafter mentioned, it will require an equal annual special rate of $\frac{54}{100}$ cents in the dollar in addition to all other rates to be levied in each year:

Be it therefore enacted by the Municipal Council of the Township of Elma:—

1. That it shall be lawful for the reeve of the said township, and he is hereby required to issue debentures to the extent of thirty thousand dollars, in sums of not less than one hundred dollars each, which debentures shall be sealed with the seal of the said municipal council, and be signed by the said reeve and countersigned by the treasurer.

2. That the said debentures shall be made payable in twenty years from the day hereinafter mentioned for this by-law to take effect, at the office of the Royal Canadian Bank, at its office in the Town of Stratford, and shall have attached to them coupons for the payment of interest.

3. That the said debentures shall bear interest at and after the rate of six per cent. per annum from the date thereof, which interest shall be payable on the first days of January and July in each year.

4. That, for the purpose of forming a sinking fund for the payment of the said debentures and the interest at the rate aforesaid to become due thereon, an equal special rate of $\frac{54}{100}$ cents in the dollar shall, in addition to all other rates, be raised, levied, and collected in each year upon all the rateable property in the said municipality during the continuance of the said debentures, or any of them.

Provided always, and it is hereby declared, that this by-law is passed subject to the following stipulations and conditions:—

1. That before the reeve shall issue the said debentures the railway company shall furnish an agreement under the seal of the company (a copy whereof has been submitted to, and approved of by, this council), undertaking and binding the company in the manner

set forth therein, to commence the extension therein referred to, that is to say the extension of the said Wellington, Grey and Bruce Railway, through South Bruce, and North Huron, to Lucknow, within three months after the final passing of this by-law, and to complete the same to Lucknow ready for traffic within two years from that time, and to erect a station at or near to Newry, but not to exceed three-fourths of a mile to the north of Newry convenient to the Elma gravel road.

And provided, that the debentures shall be deposited with the Treasurer of the Province of Ontario, or in one of the chartered banks of this Province, or of the late Province of Canada, and the same shall be delivered to the company on the certificate of the engineer of the company, confirmed by the certificate for the time being of the chief engineer of the Great Western Railway, as the work progresses through the Township of Elma, the production of which certificate shall entitle the company to demand and receive from the said municipality debentures to the amount so mentioned with the current coupons and those yet to mature:

And provided, further that if the work shall not be commenced within the said period of three months above specified, it shall be optional with the council by resolution duly passed to that effect to declare this by-law and the agreement founded thereon cancelled and at an end.

5. That this by-law shall take effect and come into operation upon the twenty-fifth day of September next, 1871.

6. That the said debentures shall be deposited within one month after the final passing of this by-law, either with the Provincial Treasurer, or in one of the chartered banks of this Province, or of the late Province of Canada.

7. And be it further enacted, that the votes of the electors of this municipality shall be taken upon this by-law, as follows:—Namely, at the places hereinafter mentioned, and referred to in the notice appended to this by-law, being the places at which the election of members of council are held on the sixteenth day of September next (1871), at the hour of nine o'clock in the forenoon, and ending at five o'clock in the afternoon of the same day, and that the following persons shall be returning officers to take the votes at such places.

Places of Voting.	*Returning Officers.*
Electoral Division No. 1, School House, at Trowbridge,.....	Cornelius Cosens.
" 2, Termell's School house, ...	William Shearer.
" 3, at the house of Daniel Gray, ...	Robert L. Alexander.
" 4, at Davies' School house, Section 8,.....	Wm. D. Mitchell.
" 5, at the house of Thos. Fullarton, Sec. 12...	Andrew Knox.

Take notice, that the above is a true copy of a proposed by-law, which will be taken into consideration by the council of this municipality, after one month from the first publication thereof, in the Listowel *Banner* (the date of which first publication was the twenty-fourth day of August 1871, and that the votes of the electors of the said municipality will be taken thereon at the places above named on the said sixteenth day of September next, at the hour of nine o'clock in the forenoon, and ending at five o'clock in the afternoon of the same day.

(Signed.) Wm. D. Mitchell,
Township Clerk.

Dated this 19th day of August, 1871.

A by-law to aid the Wellington, Grey and Bruce Railway Company, by a free grant, or donation of debentures by way of bonus to the extent of thirty-five thousand dollars, subject to certain terms, restrictions and conditions.

Whereas, by certain Acts passed by the Legislature of the Province of Ontario, the municipalities therein referred to are authorized to aid the Wellington, Grey and Bruce Railway by free grants or donations of debentures by way of bonus:

And whereas, the Municipal Council of the Township of Grey being one of the municipalities so authorized are desirous of aiding the said railway by the free grant or

donation of debentures to the extent of thirty-five thousand dollars, and propose to issue debentures for that purpose:

And whereas it will require the sum of three thousand eight hundred and fifty dollars to be raised annually, by special rate for the payment of the said debentures and the interest thereon as hereinafter mentioned:

And whereas the amount of the whole rateable property of the said municipality irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the sinking fund hereinafter mentioned or any part thereof according to the last revised assessment roll of the said municipality, being for the year 1871, was four hundred and eighty-nine thousand six hundred dollars ($489,600):

And whereas the amount of the existing debt of the said municipality is as follows:—Principal the sum of——nothing and interest the sum of——nothing, making the aggregate the sum of nothing, of which interest no portion is in arrear.

And whereas for paying the interest and creating an equal yearly sinking fund for paying the said sum of thirty-five thousand dollars and interest as hereinafter mentioned, it will require an equal annual special rate of $7\frac{7}{8}$ mills in the dollar in addition to all other rates to be levied in each year:

Be it therefore enacted, by the Municipal Council of the Township of Grey:—

1. That it shall be lawful for the reeve of the said township, and he is hereby required to issue debentures to the extent of thirty-five thousand dollars in sums of not less than one hundred dollars each, which debentures shall be sealed with the seal of the said municipal council, and be signed by the said reeve and countersigned by the treasurer.

2. That the said debentures shall be made payable in twenty years from the day hereinafter mentioned for this by-law to take effect at the office of the Royal Canadian Bank, Seaforth, and shall have attached to them coupons for the payment of interest.

3. That the said debentures shall bear interest at and after the rate of six per cent. per annum from the date thereof, which interest shall be payable on the first days of January and July in each year.

4. That for the purpose of forming a sinking fund for the payment of the said debentures, and the interest at the rate aforesaid to become due thereon, an equal special rate of $7\frac{7}{8}$ mills in the dollar shall, in addition to all other rates, be raised, levied and collected in each year upon all the rateable property in the said municipality during the continuance of the debentures or any of them.

Provided always, and it is hereby declared that this by-law is passed subject to the following stipulations and conditions:—

1. That before the reeve shall issue the said debentures the railway company shall furnish an agreement under the seal of the company (a copy whereof has been submitted to, and approved of by, this council, undertaking and binding the company in the manner set forth therein, to commence the extension therein referred to, that is to say, the extension of the said Wellington, Grey and Bruce Railway, through South Bruce, and North Huron to Lucknow, within three months after the final passing of this by-law, and to complete the same to Lucknow, ready for traffic within two years from that time, and to construct a siding at or near to Ethel, and to erect a station at or near to Ainleyville, either in Grey or Morris, within one quarter of a mile of Maitland river, provided no natural or engineering difficulties exist:

And provided that the debentures shall be deposited with the Treasurer of the Province of Ontario, or in one of the chartered banks of this Province, or of the late Province of Canada, and the same shall be delivered to the company on the certificate of the engineer of the company, confirmed by the certificate for the time being of the chief engineer of the Great Western Railway, as the work progresses through the Township of Grey, the production of which certificate shall entitle the company to demand and receive from the said municipality debentures to the amount so mentioned with the current coupons and those yet to mature:

And provided further, that if the work shall not be commenced within the said period of three months above specified, it shall be optional with the council by resolution duly passed to that effect to declare this by-law and the agreement founded thereon cancelled and at an end.

5. That this by-law shall take effect and come into operation upon the eighteenth day of September next.

6. That the said debentures shall be deposited within one month after the final passing of this by-law, either with the Provincial Treasurer, or in one of the chartered banks of this Province, or of the late Province of Canada.

7. And be it further enacted, that the votes of the electors of this municipality shall be taken upon this by-law, as follows:—Namely, at the places hereinafter mentioned, and referred to in the notice appended to this by-law, being the places at which the election of members of council are held, on the eleventh day of September next, at the hour of nine o'clock in the forenoon, and ending at five o'clock in the afternoon of the same day, and that the following person shall be returning officer to take the votes at such place.

J. R. GRANT,
Returning Officer.

Place of voting—School-house, section No. 7, Cranbrook.

Take notice, that the above is a true copy of a proposed by-law, which will be taken into consideration by the council of this municipality, one month from the first publication thereof, in the Listowel *Banner* (the date of which first publication was the seventeenth day of August, 1871), and that the votes of the electors of the said municipality will be taken thereon at the places above named on the said eleventh day of September next, at the hour of nine o'clock in the forenoon, and ending at five o'clock in the afternoon of the same day.

J. R. GRANT,
Township Clerk.

Dated this 14th day of August, 1871.

A BY-LAW to aid the Wellington, Grey and Bruce Railway Company, by a free grant or donation of debentures, by way of bonus, to the extent of fifteen thousand dollars, subject to certain terms, restrictions and conditions.

Whereas by certain Acts passed by the Legislature of the Province of Ontario, the municipalities therein referred to are authorized to aid the Wellington, Grey and Bruce Railway, by free grants or donations of debentures by way of bonus:

And whereas the Municipal Council of the Township of Kinloss, being one of the municipalities so authorized, are desirous of aiding the said railway, by the free grant or donation of debentures to the extent of fifteen thousand dollars, and propose to issue debentures for that purpose.

And whereas it will require the sum of one thousand six hundred and fifty dollars, to be raised annually by special rate, for the payment of the said debentures and the interest thereon as hereinafter mentioned:

And whereas the amount of the whole rateable property of the said municipality, irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the sinking fund hereinafter mentioned, or any part thereof, according to the last revised assessment roll of the said municipality, being for the year 1871, was three hundred and seventy-one thousand two hundred and fifty-six dollars:

And whereas the amount of the existing debt of the said municipality is as follows:—Principal the sum of nothing and interest the sum of nothing, making the aggregate the sum of nothing, of which interest no portion is in arrear:

And whereas for paying the interest and creating an equal yearly sinking fund for paying the said sum of fifteen thousand dollars, and interest as hereinafter mentioned, it will require an equal annual special rate of four and one half mills in the dollar in addition to all other rates to be levied in each year:

Be it therefore enacted by the municipal council of the Township of Kinloss:—

1. That it shall be lawful for the reeve of the said township, and he is hereby required to issue debentures to the extent of fifteen thousand dollars, in sums of not less than one hundred dollars each, which debentures shall be sealed with the seal of the said municipal council, and be signed by the said reeve and countersigned by the treasurer.

2. That the said debentures shall be made payable in twenty years from the day hereinafter mentioned, for this by-law to take effect at the office of the Merchants' Bank, in the Town of Walkerton, and shall have attached to them coupons for the payment of interest.

3. That the said debentures shall bear interest at and after the rate of six per cent per annum from the date thereof, which interest shall be payable on the first days of January and July in each year.

4. That for the purpose of forming a sinking fund for the payment of the said debentures, and the interest at the rate aforesaid to become due thereon, an equal special rate of cents in the dollar shall, in addition to all other rates, be raised, levied, and collected, in each year upon all the rateable property in the said municipality during the continuance of the said debentures or any of them.

Provided always, and it is hereby declared, that this by-law is passed subject to the following stipulations and conditions:—

1. That before the reeve shall issue the said debentures the railway company shall furnish an agreement under the seal of the company (a copy whereof has been submitted to, and approved of by this council), undertaking and binding the company in the manner set forth therein, to commence the extension therein referred to, that is to say, the extension of the said Wellington, Grey and Bruce Railway, through South Bruce, and North Huron to Lucknow, within three months after the final passing of this by-law, and to complete the same to Lucknow ready for traffic within two years from that time, and to erect a station at or near to Lucknow and construct a siding on the line about six miles to the east of Lucknow:

And provided that the debentures shall be deposited with the Treasurer of the Province of Ontario, or in one of the chartered banks of this Province, or of the late Province of Canada, and the same shall be delivered to the company on the certificate of the engineer of the company, confirmed by the certificate for the time being of the chief engineer of the Great Western Railway, as the work progresses through the Township of Kinloss, from the eastern boundary to Lucknow, the production of which certificate shall entitle the company to demand and receive from the said municipality, debentures to the amount so mentioned with the current coupons and those yet to mature:

And provided further, that if the work shall not be commenced within the said period of three months above specified, it shall be optional with the council by resolution duly passed to that effect to declare this by-law and the agreement founded thereon cancelled and at an end.

5. That this by-law shall take effect and come into operation upon the twenty-seventh day of September 1871.

6. That the said debentures shall be deposited within one month after the final passing of this by-law, either with the Provincial Treasurer, or in one of the chartered banks of this Province, or of the late Province of Canada:

7. And be it further enacted that the votes of the electors of this municipality shall be taken upon this by-law, as follows:—Namely, at the places hereinafter mentioned, and referred to in the notice appended to this by-law, being the places at which the election of members of council are held, on the twentieth day of September next (1871,) at the hour of nine o'clock in the forenoon, and ending at five o'clock in the afternoon of the same day, and that the following persons shall be the returning officers to take the said votes at such places.

	Place of Voting.	*Returning Officer.*
Division No. 1.	Town Hall, Lucknow	John Hewitt.
" " 2.	House of Steel Murdoch, Lot 10, 6th Con.	Alexander Milne.
" " 3.	Johnston's store, Lot 11, Con. 12	William McDonald.
" " 4.	Gleeson's store, Lot 26, Con. 4	Peter Reid.

Take notice, that the above is a true copy of the proposed by-law, which will be taken into consideration by the council of this municipality, after one month from the first publication thereof, in the *Review* (the date of which first publication was the twenty-fifth day of August 1871), and that the votes of the electors of the said municipality will be taken thereon at the places above named on the said twentieth day September next, at the hour of nine o'clock in the forenoon, and ending at five o'clock in the afternoon of the same day.

(Signed) PETER READ,
Township Clerk.

Dated this eighteenth day of August 1871.

By-Law No. 4.—A By-Law to aid the Wellington, Grey and Bruce Railway Company by a free grant or donation of debentures by way of bonus to the extent of eighteen thousand dollars, subject to certain terms, restrictions and conditions.

Whereas by certain Acts passed by the Legislature of the Province of Ontario, the municipalities therein referred to are authorized to aid the Wellington, Grey and Bruce Railway, by free grants or donations of debentures by way of bonus:

And whereas the Municipal Council of the Township of West Wawanosh, being one of the municipalities so authorized, are desirous of aiding the said railway, by the free grant or donation of debentures to the extent of eighteen thousand dollars, and propose to issue debentures for that purpose:

And whereas it will require the sum of one thousand nine hundred and eighty dollars to be raised annually by special rate, for the payment of the said debentures and the interest thereon as hereinafter mentioned:

And whereas the amount of the whole rateable property of the said municipality irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the sinking fund hereinafter mentioned or any part thereof according to the last revised assessment roll of the said municipality, being for the year 1871, was four hundred and ninety-two thousand five hundred and fifteen dollars:

And whereas the amount of the existing debt of the said municipality is nothing:

And whereas for paying the interest and creating an equal yearly sinking fund for paying the said sum of eighteen thousand dollars, and interest as hereinafter mentioned, it will require an equal annual special rate of four mills in the dollar in addition to all other rates to be levied in each year:

Be it therefore enacted, by the Municipal Council of the Township of West Wawanosh:

1. That it shall be lawful for the reeve of the said township, and he is hereby required to issue debentures to the extent of eighteen thousand dollars in sums of not less than one hundred dollars each, which debentures shall be sealed with the seal of the said Municipal Council and be signed by the said reeve and countersigned by the treasurer.

2. That the said debentures shall be made payable in twenty years from the day hereinafter mentioned for this by-law to take effect at the office of the Canadian Bank of Commerce, at its agency at Goderich, and shall have attached to them coupons for the payment of interest.

3. That the said debentures shall bear interest at and after the rate of six per cent. per annum from the date thereof, which interest shall be payable on the first days of January and July in each year.

4. That for the purpose of forming a sinking fund for the payment of the said debentures, and the interest at the rate aforesaid to become due thereon, an equal special rate of four mills in the dollar shall in addition to all other rates be raised, levied, and collected in each year upon all the rateable property in the said municipality during the continuance of the said debentures or any of them.

Provided always, and it is hereby declared, that this by-law is passed subject to the following stipulations and conditions:—

1. That before the reeve shall issue the said debentures, the railway company shall furnish an agreement under the seal of the company (a copy whereof has been submitted to, and approved of by, this council), undertaking and binding the company, in the manner set forth therein, to commence the extension therein referred to, that is to say, the extension of the said Wellington, Grey and Bruce Railway through South Bruce and North Huron to Lucknow, within three months after the final passing of this by-law, and to complete the same to Lucknow, ready for traffic, within two years from that time; to construct a siding on the line about six miles to the east of Lucknow, and a station at or near to Lucknow, at a distance not in excess of half a mile from the northern town line:

And provided that the debentures shall be deposited with the Treasurer of the Province of Ontario, or in one of the chartered banks of this Province, or of the late Province of Canada, and the same shall be delivered to the company on the certificate of the engineer of the company, confirmed by the certificate for the time being of the chief engineer of the Great Western Railway, as the work progresses through the Township of Kinloss the

production of which certificate shall entitle the company to demand and receive from the said municipality debentures to the amount so mentioned, with the current coupons and those yet to mature, for one-fourth the amount so from time to time certified, and the balance on the final completion of the work through the said Township of Kinloss;

And provided further, that if the work shall not be commenced within the said period of three months above specified, it shall be optional with the council, by resolution duly passed to that effect, to declare this by-law and the agreement founded thereon cancelled and at an end

5. That this by-law shall take effect and come into operation upon the thirtieth day of September 1871.

6. That the said debentures shall be deposited within one month after the final passing of this by-law, either with the Provincial Treasurer, or in one of the chartered banks of this Province, or of the late Province of Canada.

7. And be it further enacted that the votes of the electors of this municipality shall be taken upon this by-law as follows:—Namely, at the places hereinafter mentioned and referred to in the notice appended to this by-law, being the places at which the election of members of council are held, on the twenty-first day of September next (1871), at the hour of nine o'clock in the forenoon, and ending at five o'clock in the afternoon of the same day, and that the following persons shall be returning officers, to take the votes at such places:—

Place of Voting.	*Returning Officer.*
At Mr. Stewart's, south-east corner of lot No. 18, on the 7th concession.....	... James Somerville.

Take notice, that the above is a true copy of a proposed by-law which will be taken into consideration by the council of this municipality after one month from the first publication thereof in the *Goderich Star* (the date of which first publication was the twenty-fifth day of August, 1871), and that the votes of the electors of the said municipality will be taken thereon, at the places above named, on the said twenty-first day of September next, at the hour of nine o'clock in the forenoon, and ending at five o'clock in the afternoon of the same day.

James Somerville,
Township Clerk.

Dated this 15th day of August, 1871.

A By-law to aid the Wellington, Grey and Bruce Railway Company, by a free grant or donation of debentures, by way of bonus, to the extent of twenty-eight thousand dollars, subject to certain terms, restrictions and conditions.

Whereas by certain Acts passed by the Legislature of the Province of Ontario, the municipalities therein referred to are authorized to aid the Wellington, Grey and Bruce Railway, by free grants or donations of debentures by way of bonus:

And whereas the Municipal Council of the Township of Turnberry, being one of the municipalities so authorized, are desirous of aiding the said railway, by the free grant or donation of debentures, to the extent of twenty-eight thousand dollars, and propose to issue debentures for that purpose:

And whereas it will require the sum of three thousand and eighty dollars to be raised annually, by special rate, for the payment of the said debentures and the interest thereon, as hereinafter mentioned:

And whereas the amount of the whole rateable property of the said municipality, irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the sinking fund, hereinafter mentioned, or any part thereof, according to the last revised assessment roll of the said municipality, being for the year 1871, was $286,500 (two hundred and eighty-six thousand five hundred dollars):

And whereas the amount of the existing debt of the said municipality is as follows:—Principal the sum of nothing and interest the sum of nothing, making the aggregate the sum of nothing, of which interest no portion is in arrear:

And whereas for paying the interest and creating an equal yearly sinking fund for paying the said sum of twenty-eight thousand dollars and interest, as hereinafter mentioned, it will require an equal annual special rate of one and one-tenth cents in the dollar in addition to all other rates to be levied in each year:

Be it therefore enacted, by the Municipal Council of the Township of Turnberry;

1. That it shall be lawful for the reeve of the said township, and he is hereby required to issue debentures to the extent of twenty eight thousand dollars, in sums of not less than one hundred dollars each, which debentures shall be sealed with the seal of the said municipal council, and be signed by the said reeve and countersigned by the treasurer.

2. That the said debentures shall be made payable in twenty years from the day hereinafter mentioned for this by law to take effect, at the office of the Canadian Bank of Commerce, at Goderich, and shall have attached to them coupons for the payment of interest.

3. That the said debentures shall bear interest at and after the rate of six per cent. per annum from the date thereof which interest shall be payable on the first days of January and July in each year.

4. That for the purpose of forming a sinking fund for the payment of the said debentures and the interest, at the rate aforesaid, to become due thereon, an equal special rate of one and one-tenth cents in the dollar shall, in addition to all other rates, be raised, levied, and collected in each year upon all the rateable property in the said municipality during the continuance of the said debentures, or any of them.

Provided always, and it is hereby declared that this by-law is passed subject to the following stipulations and conditions:—

1. That before the reeve shall issue the said debentures the railway company shall furnish an agreement under the seal of the company (a copy whereof has been submitted to, and approved of by this council), undertaking and binding the company in the manner set forth therein, to commence the extension therein referred to, that is to say, the extension of the said Wellington, Grey and Bruce Railway through South Bruce and North Huron to Lucknow, within three months after the final passing of this by-law, and to complete the same to Lucknow ready for traffic within two years from that time, and to erect a station at or near to Bluevale, and another at or near to Wingham.

And provided that the debentures shall be deposited with the Treasurer of the Province of Ontario, or in one of the chartered banks of this Province, or of the late Province of Canada, and the same shall be delivered to the company on the certificate of the engineer of the company, confirmed by the certificate for the time being of the chief engineer of the Great Western Railway, as the work progresses through the Township of Turnberry, the production of which certificate shall entitle the company to demand and receive from the said municipality debentures to the amount so mentioned with the current coupons and those yet to mature:

And provided further that, if the work shall not be commenced within the said period of three months above specified, it shall be optional with the council by resolution duly passed to that effect to declare this by-law and the agreement founded thereon cancelled and at an end.

5. That this by-law shall take effect and come into operation upon the second day of October, 1871.

6. That the said debentures shall be deposited within one month after the final passing of this by-law, either with the Provincial Treasurer, or in one of the chartered banks of this Province, or of the late Province of Canada.

7. And be it further enacted, that the votes of the electors of this municipality shall be taken upon this by-law as follows:—Namely, at the places hereinafter mentioned, and referred to in the notice appended to this by-law, being the places at which the election of members of council are held, on the eleventh day of September next (1871), at the hour of nine o'clock in the forenoon, and ending at five o'clock in the afternoon of the same day, and that the following persons shall be returning officers to take the votes at such places:—

Place of Voting.	*Returning Officer.*
Lot 15, concession of Turnberry.....	.....James Johnston.

Take notice that the above is a true copy of a proposed by-law, which will be taken into consideration by the council of this municipality, after one month from the first publication thereof, in the *Huron Expositor* (the date of which first publication was the eighteenth day of August, 1871), and that the votes of the electors of the said municipality will be taken thereon at the places above named, on the said eleventh day of September next, at the hour of nine o'clock in the forenoon, and ending at five in the afternoon of the same day.

Dated this 14th day of August, 1871.

JAMES JOHNSTON,
Township Clerk.

A BY-LAW to aid the Wellington, Grey and Bruce Railway Company, by a free grant or donation of debentures by way of bonus, to the extent of fifteen thousand dollars, subject to certain terms, restrictions and conditions.

Whereas by certain Acts passed by the Legislature of the Province of Ontario, the municipalities therein referred to are authorized to aid the Wellington, Grey and Bruce Railway, by free grant or donation of debentures by way of bonus;

And whereas the Municipal Council of the Village of Listowell, being one of the municipalities so authorized, are desirous of aiding the said railway, by the free grant or donation of debentures to the extent of fifteen thousand dollars, and propose to issue debentures for that purpose;

And whereas it will require the sum of one thousand six hundred and fifty dollars to be raised annually, by special rate, for the payment of the said debentures and the interest thereon as hereinafter mentioned;

And whereas the amount of the whole rateable property of the said municipality, irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the sinking fund hereinafter mentioned, or any part thereof, according to the last revised assessment roll of the said municipality, being for the year 1871, was ($121,903) one hundred and twenty-one thousand nine hundred and three dollars;

And whereas the amount of the existing debt of the said municipality is as follows:

Principal the sum of one thousand four hundred dollars and the interest the sum of four hundred and twenty dollars, making in the aggregate the sum of one thousand eight hundred and twenty dollars, of which interest no portion is in arrear:

And whereas, for paying the interest and creating an equal yearly sinking fund for paying the said sum of fifteen thousand dollars and interest as hereinafter mentioned, it will require an equal annual special rate of thirteen and a half mills in the dollar in addition to all other rates to be levied in each year.

And be it therefore enacted, by the Municipal Council of the Village of Listowell:

1. That it shall be lawful for the reeve of the said village, and he is hereby required to issue debentures to the extent of fifteen thousand dollars in sums of not less than one hundred dollars each, which debentures shall be sealed with the seal of the said municipal council, and be signed by the said reeve and countersigned by the treasurer.

2. That the said debentures shall be payable in twenty years from the day hereinafter mentioned for this by-law to take effect, at the office of the Merchants' Bank of Canada, in Stratford, and shall have attached to them coupons for the payment of interest.

3. That the said debentures shall bear interest at and after the rate of six per cent. per annum from the date thereof, which interest shall be payable on the first days of January and July, in each year.

4. That, for the purpose of forming a sinking fund for the payment of the said debentures, and the interest at the rate aforesaid to become due thereon, an equal special rate of thirteen and a half mills in the dollar shall, in addition to all other rates, be raised, levied, and collected, in each year upon all the rateable property in the said municipality during the continuance of the said debentures or any of them.

Provided always, and it is hereby declared, that this By-law is passed subject to the following stipulations and conditions:

1. That before the reeve shall issue the said debentures the railway company shall furnish an agreement under the seal of the company, (a copy whereof has been submitted to, and approved of by, this council) undertaking and binding the company in the manner set forth therein, to commence the extension therein referred to, that is to say, the extension of the said Wellington, Grey and Bruce Railway through North Perth, North Huron, and South Bruce, to Lucknow, within three months after the final passing of this By-law, and to complete the same to Lucknow ready for traffic within two years from that time; and to erect a station in Listowell or as near thereto as may be practicable, but not to exceed seven-sixteenths of a mile from the junction of Main and Wallace Streets in the said corporation, provided no natural obstructions or engineering difficulties stand in the way:

And provided that the debentures shall be deposited with the Treasurer of the Province of Ontario, or in one of the chartered banks of this Province, or of the late Province of Canada, and the same shall be delivered to the company on the certificate of the engineer of the company, confirmed by the certificate for the time being of the chief engineer of the Great Western Railway, as the work progresses through the Township of Wallace, from the main line to Listowell, the production of which certificate shall entitle the company to demand and receive from the said municipality debentures to the amount so mentioned with the current coupon and those yet to mature.

And provided further that, if the work shall not be commenced within the said period of three months above specified, it shall be optional with the council by resolution duly passed to that effect to declare this by-law and the agreement founded thereon cancelled and at an end.

5. That this by-law shall take effect and come into operation upon the twenty-fifth day of September next.

6. That the said debentures shall be deposited within one month after the final passing of this by-law, either with the Provincial Treasurer, or in one of the chartered banks of this Province, or of the late Province of Canada.

7. And be it further enacted, that the votes of the electors of this municipality shall be taken upon this by-law, as follows:—Namely, at the places hereinafter mentioned, and referred to in the notice appended to this by-law, being the places at which the election of members of council are held, on the fifteenth day of September next, at the hour of nine o'clock in the forenoon, and ending at five o'clock in the afternoon of the same day, and that the following persons shall be returning officers to take the votes at such places.

Place of Voting.	*Returning Officer.*
School-house in the Village of Listowell.	B. Rothwell, *Returning Officer.*

Take notice, that the above is a true copy of a proposed by-law, which will be taken into consideration by the council of this municipality, after one month from the first publication thereof in the *Listowell Banner*, (the date of which first publication was the twenty-fourth day of August, 1871) and that the votes of the electors of the said municipality will be taken thereon at the places above named on the said fifteenth day of September next, at the hour of nine o'clock in the forenoon, and ending at five o'clock in the afternoon of the same day.

(Signed) B. Rothwell,
Township Clerk.

Dated this 23rd day of August, 1871.

By-law, No. 16, 1871.—A by-law to aid the Wellington, Grey and Bruce Railway Company, by a free grant or donation of debentures by way of bonus to the extent of ten thousand dollars, subject to certain terms, restrictions and conditions.

Whereas by certain Acts passed by the Legislature of the Province of Ontario, the municipalities therein referred to are authorized to aid the Wellington, Grey and Bruce Railway, by free grants or donations of debentures by way of bonus:

And whereas the Municipal Council of the Township of Ashfield being one of the municipalities so authorized are desirous of aiding the said railway, by free grant or donation of debentures to the extent of ten thousand dollars, and propose to issue debentures for that purpose:

And whereas it will require the sum of one thousand one hundred dollars to be raised annually, by special rate for the payment of the said debentures and the interest thereon as hereinafter mentioned:

And whereas the amount of the whole rateable property of the said municipality, irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the sinking fund hereinafter mentioned, or any part thereof, according to the last revised assessment roll of the said municipality, being for the year 1871, was four hundred and eighty-two thousand five hundred and ten dollars:

And whereas for paying the interest and creating an equal yearly sinking fund for paying the said sum of ten thousand dollars, and interest as hereinafter mentioned, it will require an equal annual special rate of two mills and three-tenths of a mill nearly in the dollar in addition to all other rates to be levied in each year:

Be it therefore enacted, by the Municipal Council of the Township of Ashfield:

1. That it shall be lawful for the reeve of the said township, and he is hereby required to issue debentures to the extent of ten thousand dollars in sums of not less than one hundred dollars each, which debentures shall be sealed with the seal of the said municipal council, and be signed by the said reeve and countersigned by the treasurer.

2. That the said debentures shall be made payable in twenty years from the day hereinafter mentioned for this by-law to take effect at the agency of the Bank of Commerce, Goderich, and shall have attached to them coupons for the payment of interest.

3. That the said debentures shall bear interest at and after the rate of six per cent. per annum from the date thereof, which interest shall be payable on the first days of January and July, in each year.

4. That for the purpose of forming a sinking fund for the payment of the said debentures, and the interest at the rate aforesaid to become due thereon, an equal special rate of two mills and three-tenths of a mill in the dollar shall in addition to all other rates be raised, levied, and collected in each year upon all the rateable property in the said municipality during the continuance of the said debentures or any of them.

Provided always, and it is hereby declared that this by-law is passed subject to the following stipulations and conditions:—

1. That before the reeve shall issue the said debentures the railway company shall furnish an agreement under the seal of the company (a copy whereof has been submitted to, and approved of by, this council) undertaking and binding the company in the manner set forth therein, to commence the extension therein referred to, that is to say, the extension of the said Wellington, Grey and Bruce Railway through South Bruce and North Huron to Lucknow, within three months after the final passing of this by-law, and to complete the same to Lucknow ready for traffic within two years from that time, and erect a station at or near to Lucknow, not further distant north than half a mile from the town line of West Wawanosh, if practicable:

And provided that the debentures shall be deposited with the Treasurer of the Province of Ontario, or in one of the chartered banks of this Province, or of the late Province of Canada, and the same shall be delivered to the company on the certificate of the engineer of the company, confirmed by the certificate for the time being of the chief engineer of the Great Western Railway, as the work progresses through the Township of Kinloss, from the boundary line of the Township of Turnberry to Lucknow, the production of which certificate shall entitle the company to demand and receive from the said municipality debentures to the amount so mentioned with the current coupon and those yet to mature:

And provided further, that if the work shall not be commenced within the said period of three months above specified it shall be optional with the council, by resolution duly passed to that effect, to declare this by-law, and the agreement founded thereon, cancelled and at an end.

5. That this by-law shall take effect and come into operation upon the twentieth day of September next.

6. That the said debentures shall be deposited within one month after the final passing of this by-law, either with the Provincial Treasurer, or in one of the chartered banks of this Province, or of the late Province of Canada.

7. And be it further enacted, that the votes of the electors of this municipality shall be taken upon this by-law as follows:— namely, at the places hereinafter mentioned and referred to in the notice appended in this by-law, being the places at which the election of members of council are held, on the twelfth day of September next (1871) at the hour of nine o'clock in the forenoon, and ending at five o'clock in the afternoon of the same day, and that the following persons shall be returning officers to take the votes at such places.

Place of Voting.	*Returning Officers.*
In electoral sub-division No. 1 at School-house No. 6	John Cook.
" " 2 " 9	Samuel Kilpatrick.
" " 3 " 5	George Middleton
" " 4 " 2	Maurice Dalton.
" " 5 at the house of Donald McIntyre, lot 10, concession 14	Hugh Chambers.

Take notice, that the above is a true copy of a proposed by-law which will be taken into consideration by the council of this municipality after one month from the first publication thereof in the *Goderich Star* and *Huron Signal* (the date of which first publication was the seventeenth day of August, 1871), and that the votes of the electors of the said municipality will be taken thereon at the places above named on the said twelfth day of September next, at the hour of nine o'clock in the forenoon, and ending at five o'clock in the afternoon of the same day.

Township Clerk.

Dated this 14th day of August, 1871.

Correct copy of by-laws, southern extension of the Wellington, Grey and Bruce Railway.

(Signed) WM. McGIVERIN,
President.

February 8th, 1872.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 12th February, 1872.

SIR,—With further reference to the application of the Wellington, Grey and Bruce Railway Company for aid out of the Railway Fund, I have now the honour to enquire whether the company is prepared, in the event of the Government deciding to propose a grant of aid, to consent to the necessary arrangements to be settled on equitable terms by arbitration, or by the Lieutenant-Governor in Council, for running powers to, or traffic arrangements with, any other company also, applying for public aid in the same vicinity. I have also to ask whether, in the event of the Government deciding to grant it public aid, the company will be prepared to return to the County of Bruce such proportion of its debentures already issued from the company's bonus as is equivalent at par to the amount specified in the agreement between the company and the county. You will be good enough to furnish the information required as speedily as possible.

I have the honour to be, Sir,
Your obedient servant,
PETER GOW,
Secretary.

Wm. McGiverin, Esq., President,
Wellington, Grey and Bruce Railway Company,
Hamilton.

TELEGRAM.

Wm. McGiverin, Esq.,
President, Wellington, Grey and Bruce
Railway Company, Hamilton.

Toronto, 19th February, 1872.

Include in your coming letter a statement of the cost of the line from Guelph to Harriston, and of the distance from Harriston to Palmerston.

Peter Gow,
Provincial Secretary.

Great Western Railway.

Traffic Superintendent's Office,
Hamilton, Ontario, 19th Feb., 1872.

With reference to the bonds deposited with the Provincial Treasury by the County of Bruce, I am authorized to say that the amount paid by Government to said County as per agreement with the Wellington, Grey and Bruce Railway a similar amount of county bonds be given up when an order is given to the company to receive such amount from Government. *(sic.)*

The company is now selling Bruce bonds at 101½ premium, but the company do not feel disposed to offer any unnecessary obstructions.

W. McGiverin,
President, W. G. and B. R.

Hon. Peter Gow, &c., &c.,
Toronto.

(Copy.)

Wellington, Grey and Bruce Railway Company.

Hamilton, 20th Feb., 1872.

The Honourable Peter Gow,
Provincial Secretary, Toronto.

Sir,—I have the honour to acknowledge your letter of the 12th instant inquiring whether this company is prepared in the event of the Government deciding to propose a grant of aid, to consent to the necessary arrangements to be settled on equitable terms by arbitration, or by the Lieutenant-Governor in Council for running powers to, or traffic arrangements with, any other company also applying for aid in the same vicinity, and in reply am instructed by my board to state that they are prepared, on the part of this company, to grant such powers over the southern extension on the payment of tolls for such right, and the works to be provided to insure the transport of the trains.

They believe that seven per cent. on half the actual cost of construction, less the Government bonus, would be a fair and reasonable scale of compensation, exclusive of the actual working expenses to be arranged from time to time between the companies, which they submit to the Government in place of the arbitration suggested. I am instructed at the same time to say that this company think it reasonable to ask for running powers of like nature and on similar terms from Harriston to Mount Forest. They are advised that existing arrangements with the bondholders preclude the granting of such powers on the main line of the Wellington, Grey and Bruce Railway.

I have the honour to be, Sir,
Your obedient servant,
(Signed) W. McGiverin,
President.

Copy.

WELLINGTON, GREY AND BRUCE RAILWAY.

STATEMENT showing position of Company on Completion of First and Second Section.

	$ cts.		$ cts.
To City of Hamilton, Stock	100,600 00	By Preliminary and Parliamentary Expenditure	22,617 00
" Contractors Stock—		" Law Charges, $5,108 17, say	10,000 00
William Hendrie $25,000 00		" Discount on City of Hamilton stock	10,620 00
J. Proctor 60,000 00		" do Shares	1,400 00
	85,000 00	" do Bonds	9,251 68
" General Subscription Stock paid up	35,600 00	" Incidental Expenses	3,911 31
" Municipal Debentures—		" Stationery, Advertising and Printing	4,175 89
First Section $30,000 00		" Salaries account	4,915 00
Second Section 190,000 00		" Travelling Expenses	4,859 32
	220,000 00	" Interest and Discount account	1,257 19
" Mortgage Bond issue 48 miles to Harriston, at $12,000	576,000 00	" Suspense Account, items not appropriated	8,000 00
" Deficiency	70,885 36	" Interest on Bonds during construction	40,000 00
		" *Construction Account, first Section*—	
		J. Proctor, in Bonds $70,080 00	
		do in Cash 32,930 93	
			103,010 93
		Reekie & Robertson, Bonds $116,800 01	
		do Cash 56,957 97	
		do Stock 600 00	
			174,357 98
		" Engineering $14,416 18	
		" Right of Way 12,107 16	
		" Extra Ballastings 1,000 00	
			27,523 34
		" *Construction Account, second Section*—	
		J. Proctor, Bonds $157,680 04	
		do Cash 3,999 51	
		do Debentures 15,000 00	
		do Stock 60,000 00	
			236,679 55
		W. Hendrie, Bonds $224,943 74	
		do Cash 562 29	
		do Debentures 140,000 00	
		do Stock 25,000 00	
			390,506 03
		" Engineering $10,000 00	
		" Right of Way 15,000 00	
		" Extras 10,000 00	
			35,000 00
	1,088,085 36		1,088,085 36

HAMILTON, 19th February, 1872.

(Copy.)

WELLINGTON, GREY AND BRUCE RAILWAY, ONTARIO. CANADA.
HAMILTON, 22nd February, 1872.

SIR,—I noticed by the *Globe* of to day that Honourable J. S Macdonald denied in the House yesterday that he promised this company aid from the Railway Aid Fund. I send you herewith my affidavit that he did distinctly promise this company aid on their main line from Harriston to the Lake. Mr. Osborne, the then secretary of the company, and Mr. D. D. Hay were also present at the time—they are not in town to-day, but their affidavits will be also furnished if necessary.

Your obedient servant,
(Signed) W. McGIVERIN.
President.

To Hon. Peter Gow,
Provincial Secretary.

(Copy.)

I, William McGiverin, of the City of Hamilton, in the Province of Ontario, President of the Wellington, Grey and Bruce Railway Company, make oath and say :—

That I had an interview on the twenty-seventh day of July last, in company with Mr Hay, of Listowell with the Honourable John Sandfield Macdonald in reference to aid under the Act of last Session to the Wellington, Grey and Bruce Railway, and I say that on that occasion a distinct promise was made by him that a grant of two thousand dollars per mile would be granted to the main line from Harriston to the Lake, and further, that if the company would defray the expenses of an engineer on the part of the Government to report from time to time on the condition and progress of the work, payments would be made on account of such grant previous to the final completion of the line.

(Signed) W. McGIVERIN.

Sworn before me at Hamilton, this twenty-second day of February, 1872.

(Signed) JAMES OSBORNE, J. P.,
For the County of Wentworth.

PAPERS

Respecting the Toronto, Grey and Bruce Railway Company's application for aid. Presented to the Legislative Assembly, by command of His Excellency the Lieutenant Governor.

THE TORONTO, GREY AND BRUCE RAILWAY COMPANY.

SCHEDULE OF CORRESPONDENCE AND PAPERS.

A.	Letter of W. S. Taylor, Secretary of Company to Provincial Secretary with Petition for aid	Sept. 14th 1871.
B.	Petition with :—	
	1. List of Stockholders and conditions.	
	2. Financial Statement.	
	3. Ability of Company to build the road.	
	4. Claim of Company in respect of Road to Mount Forest.	
	5. Details of Contracts.	
C.	Acknowledgment of above.	
D.	Letter from Hon. J. Carling to S. P. Mabee	Nov. 18th 1871.
E.	Report of Mr. Mabee	Dec. 1st "
F.	A second Petition of the Company, with :—	
	1. Estimate of cost and means.	
	2. Advantages of proposed line.	
G.	Letter from Provincial Secretary to Company	Dec. 29th "
H.	Acknowledgment of above with request for interview	Jan. 2nd 1872.
I.	Letter from Assistant Secretary Patteson in reply	Jan. 9th "
J.	Letter from Provincial Secretary to Company	Jan. 10th "
K.	Reply of the Company	Jan. 18th "
L.	Letter from President of the Company *re Bruce Line* with	" " "
	1. Estimate of cost Mount Forest to Teeswater, thence to Kincardine.	
	2. Resolution of Toronto, Grey and Bruce Railway.	
	3. Letter from Company's Engineer to Chairman of Construction Committee.	
M.	Letter of Mr. Gordon, President to Provincial Secretary	Jan. 18th "
N.	Letter from Provincial Secretary to President of Company	Jan. 30th "
O.	Letter from President of Company to Provincial Secretary	Feb. 1st "
P.	Letter from President of Company, enclosing : Petition from Township of Culross Plan.	" 3rd "

"A"

THE TORONTO, GREY AND BRUCE RAILWAY,
SECRETARY AND TREASURER'S OFFICE,
TORONTO, Sept. 14th, 1871.

HONOURABLE STEPHEN RICHARDS,
Provincial Secretary, Ontario.

DEAR SIR,—I have the honour to transmit to you the enclosed petition of the Toronto, Grey and Bruce Railway Company for aid from the Railway Fund, and have also to state that since the date of said petition the contract of that portion of the road extending from Orangeville to Side Road sixty, in the Township of Holland, has been awarded to Mr. Francis Shanly; and from said Side Road sixty to Owen Sound, to Messrs. McKenzie & Co., they respectively being bound to complete the road ready for the Rolling Stock by the first of January, A. D., 1873.

The books and papers of the Company are open to the inspection of such persons as may be appointed by the Government, if required, to verify the petition and schedules.

I have the honour to be, sir,
Your obedient servant,

W. SUTHERLAND TAYLOR,
Secretary-Treasurer.

"B."

To His Excellency the Honourable William Pearce Howland, C.B., Lieutenant-Governor of the Province of Ontario, &c.

The Petition of the Toronto, Grey and Bruce Railway Company humbly sheweth:

That your petitioners are a Company incorporated under chapter forty, thirty first Victoria, which Act has been amended by chapter eighty-two, thirty-second Victoria, and chapter forty-one, thirty-third Victoria—all of the Legislature of Ontario.

That the said Acts authorize the construction of such a railway as is referred to in the Preamble of an Act, entitled "An Act in aid of Railways," chapter two, thirty fourth Victoria, of the Legislature of Ontario.

That the works of your petitioners' railway are in the following state of progress:—

Weston to Orangeville, distance forty miles,—the whole of this is ready for the rolling stock, with the exception of ten miles which is not yet fully ballasted; the stations are built, and the telegraph is erected and in operation at all the stations on the entire distance; the rolling stock is all provided, and a portion of the road, eighteen miles in length, is open for regular traffic, and the whole forty miles will be open for traffic in September.

Orangeville to Arthur, distance twenty-three miles; the track is laid upon eighteen miles of this distance; the stations are nearly completed; five miles are ballasted already, and the work is still progressing; this portion of the work will be ready for the rolling stock by the end of October next.

Arthur to Mount Forest, distance fifteen miles; the whole of this portion is graded and ready for the rails, the greater portion of which are already in the country, and will be laid during the month of September: the station buildings are forward, and will be finished in September or October, and this portion of the road will be ready for the rolling stock by the end of November.

Position of Road from Orangeville to Owen Sound.

Orangeville to Owen Sound, distance sixty-eight miles. The line is located, the plans and profiles all completed, and tenders have been received for its construction, although the contract has not yet been awarded. The Company has entered into an agreement

with the County of Grey to complete the railway from Orangeville to Owen Sound within eighteen months from the first day of August, in the year of our Lord one thousand eight hundred and seventy-one.

That hereto are attached Schedules respectively numbered one, two, three, four and five.

Number one—Shewing the amount of *bona fide* stock subscribed and amount actually paid thereon, together with a list of the shareholders, showing the residence, and amount held by each.

Number two—Shewing a statement of the cost of the railway from Weston to Mount Forest, and the ability of the company to build the same.

Number three—Shewing the estimated cost of the railway from Orangeville to Owen Sound, and shewing the ability of the company to build the same.

Number four—Shewing reasons why a bonus or bonuses should be granted to your petitioners, in pursuance of the said Act, chapter two, thirty-fourth Victoria.

Schedule number five—Of dates of contracts on parts of road for which aid is applied for.

In reference to Schedule number three, your petitioners beg leave to state that the ability of the company to complete the road from Orangeville to Owen Sound is shewn to be dependent upon the aid asked for from the Government; but your petitioners desire that it shall be understood that the Order in Council for the rate of aid is all that your petitioners require, as upon that there will be no difficulty whatever in obtaining the money that the Order in Council will represent, and that portion of the road will be completed before the Government is called upon for a dollar of the money, in accordance with the terms of the Act.

Your petitioners are aware that there may be a question about the aid that is asked for on the portion of the road from Orangeville to Arthur; but your petitioners believe that they can shew that the Government may grant that aid in strict compliance with the terms of the Act, and if there should be any doubt in the minds of the Executive Council upon that point, your petitioners would request that the Executive would hear them by counsel before coming to a final decision.

Your petitioners therefore pray,—

1. That an Order in Council may now be passed, in pursuance of the said Act, chapter two, thirty-fourth Victoria, authorizing a grant to your petitioners of two thousand dollars per mile on that portion of their railway from Orangeville to Mount Forest, a distance of thirty-eight miles, to be paid to your petitioners as soon as the terms of the said Act are complied with.

2. That an Order in Council may now be passed, in pursuance of the said Act, chapter two, thirty-fourth Victoria, authorizing a grant to your petitioners of three thousand dollars per mile on that portion of their railway from Orangeville to Owen Sound, a distance of sixty-eight miles, to be paid to your petitioners as soon as the terms of the said Act are complied with.

And your petitioners, as in duty bound, will ever pray, &c.

JOHN GORDON,
President.

Dated at Toronto, the
7th day of September, A.D., 1871.

I hereby certify that the hereunto annexed list is a correct list of the shareholders of the Toronto, Grey and Bruce Railway Company: and I also certify that I am personally acquainted with a large number of the shareholders, and believe that they and the other shareholders are able to pay the future calls upon their shares.

JOHN GORDON
President T. G. and B. Railway Co.

SCHEDULE No. 1.

Toronto, Grey and Bruce Railway.

List of the Stockholders with the number of Shares held.—September, 1871.

NAME.	No. of Shares.	Amount Subscribed.	Residence.
		$ cts.	
Aldwell & Co.	10	1,000 00	Toronto.
Armstrong, J. R.	10	1,000 00	do.
Adam, Stevenson & Co	10	1,000 00	do.
Allan, Hugh	10	1,000 00	Montreal.
Arthurs, William	5	500 00	Toronto.
Brydges, C. J.	25	2,500 00	Montreal.
Brown, George.	50	5,000 00	Toronto.
Bryce, McMurrich & Co.	50	5,000 00	do.
Beatty, W. H	20	2,000 00	do.
Booth & Sons	20	2,000 00	do.
Boulton, H. E. M., per W. H. Boulton	46	4,600 00	do.
Brown Brothers	10	1,000 00	do.
Burns, P	10	1,000 00	do.
Barker, George	10	1,000 00	do.
Booth, G. H	1	100 00	do.
Bickford, E. O.	5	500 00	do.
Boyd, John Edward	5	500 00	do.
Boston, L. R.	2	200 00	Albion.
Best, Thomas	3	300 00	Toronto.
Bee, David	2	200 00	do.
Blackbird, G.	2	200 00	do.
Bunting, C. W	20	2,000 00	do.
Blake, Kerr & Wells	1	100 00	do.
Bain, James	1	100 00	do.
Bickford, W	1	100 00	do.
Bronsdon & Paton	1	100 00	do.
Butland, W. B.	1	100 00	do.
Bayley, W.	1	100 00	do.
Bell, Thomas	1	100 00	Sligo.
Bennett, James	1	100 00	Toronto.
Brett, R. H	1	100 00	Mono Mills.
Burke, W.	10	1,000 00	Toronto.
Chisholm, T. C., in trust	50	5,000 00	do.
Chisholm, C. R. & Bros.	5	500 00	do.
Copp, Clark & Co.	20	2,000 00	do.
Chadwick, E. M.	10	1,000 00	do.
Currie, Neil	15	1,500 00	do.
Campbell & Cassells	10	1,000 00	do.
Campbell, C. J.	95	9,500 00	do.
Crooks, Kingsmill & Cattanach	10	1,000 00	do.
Campbell, E. J.	5	500 00	do.
Canavan, John	5	500 00	do.
Cuff, H W	5	500 00	do.
Colwell, W. W	5	500 00	do.
Cox, James.	3	300 00	do.
Chandler & Platt	2	200 00	do.
Chambers Phillip	2	200 00	Caldwell.
Clarke, P. M	1	100 00	Toronto.
Clarke, Nathan	1	100 00	Caledon.
Cameron, Duncan	1	100 00	do.
Clark, W.	1	100 00	do.
Cameron, James	1	100 00	Cataract.
Dick, Thomas	50	5,000 00	Toronto.
Dickey, Neal & Co.	30	3,000 00	do.
Dallace, R. J.	20	2,000 00	do.
Dixon, B. H	75	7,500 00	do.
Davids, Joseph	3	300 00	do.
Davidson, McVittie & Co	2	200 00	do.
Davis, Robert	1	100 00	do.

SCHEDULE No 1.—*Continued.*

NAME.	No. of Shares.	Amount Subscribed.	Residence.
		$ cts.	
Durie, W. S.	1	100 00	Toronto.
Duggan, G.	1	100 00	do.
Dever, W.	1	100 00	do.
Elliott, W.	25	2,500 00	do.
Edgar, J. D.	2	200 00	do.
Evans, Guy	2	200 00	Albion.
Fox, Sir Charles & Son	50	5,000 00	London.
Fisken, John & Co.	5	500 00	Toronto.
Fleming, James	2	200 00	do.
Ford & Forbes	2	200 00	do.
Ferguson, Alex.	1	100 00	do.
Gordon & McKay	100	10,000 00	do.
Gooderham & Worts	80	8,000 00	do.
Gordon, John, in trust	50	5,000 00	do.
Do	100	10,000 00	do.
Do	50	5,000 00	do.
Do	125	12,500 00	do.
Ginty, John	40	4,000 00	do.
Gooderham, George	20	2,000 00	do.
Griffith, W. & R.	20	2,000 00	do.
Griffith, Thomas & Co.	10	1,000 00	do.
Grey, Robert H.	10	1,000 00	do.
Gardhouse, J.	10	1,000 00	Albion.
Gardner & Ramsey	5	500 00	Toronto.
Graham, E. H.	5	500 00	do.
Green, John	5	500 00	Orangeville.
Galbraith, D. & Co.	2	200 00	Toronto.
Gibson, Joseph	2	200 00	do.
Green, Columbus H.	2	200 00	do.
Gooch, R. N.	2	200 00	do.
Gemmill, Alex.	1	100 00	do.
Gearing, Joseph	1	100 00	do.
Garvin, J.	1	100 00	do.
Godbold, R.	1	100 00	Albion.
Godbold, Elizabeth	1	100 00	do.
Howland, H. S.	10	1,000 00	Toronto.
Howland, P. & F. A.	10	1,000 00	do.
Hamilton, W. B.	20	2,000 00	do.
Hoskins, R. A.	10	1,000 00	do.
Hay, Robert	10	1,000 00	do.
Hurdman, Edward	10	1,000 00	Brantford.
Hurrell, C. T.	5	500 00	Toronto.
Hughes, Bro.	5	500 00	do.
Hime, H. Lloyd	5	500 00	do.
Hime & Baines	1	100 00	do.
Harding, George	5	500 00	do.
Hodgins, Thomas	5	500 00	do.
Hague, George	5	500 00	do.
Do in trust	80	8,000 00	do.
Hurd, Leigh & Co	5	500 00	do.
Hewitt, W. & Co.	5	500 00	do.
Hamilton, Sidney S.	2	200 00	do.
Harris, E.	1	100 00	do.
Heward, S.	1	100 00	do.
Hamilton, A.	1	100 00	do.
Harrison, James	1	100 00	Caledon.
Hunter, Adam	1	100 00	do.
Hunter, W.	1	100 00	do.
Harrison, Thomas	1	100 00	do.
Hunter, W. H.	1	100 00	Orangeville.
Johnston James	1	100 00	do.
Irving, A. S			
Ince, T. H.	3	300 00	Toronto.
Jennings & Brandon	5	500 00	do.
Jordan, R. & Co.	1	100 00	do.
Jacques & Hay	10	1,000 00	do.
Jeffrey, Wyitt	10	1,000 00	do.

SCHEDULE. No. 1—*Continued.*

NAME.	No. of Shares.	Amount Subscribed.	Residence.
		$ cts.	
Jones, E. C.	10	1,000 00	Toronto.
Joseph, J. G. & Co	5	500 00	do.
Jarvis, S. M.	2	200 00	do.
Jeffrey, Robert	2	200 00	do.
Jackson, J.	1	100 00	do.
King, E. H.	100	10,000 00	Montreal.
Kay, John	10	1,000 00	Toronto.
Keith, D. S	5	500 00	do.
Kenedy, Thos. L	2	200 00	do.
Kerr, W. J.	1	100 00	Simcoe.
Lewis, Rice & Son	50	5,000 00	Toronto.
Lyman, Elliott & Co	25	2,500 00	do.
Lauder, A. W.	20	2,000 00	do.
Leadley, Edward	20	2,000 00	do.
Leslie, Joseph	10	1,000 00	do.
Lyman, Benjamin	10	1,000 00	do.
Lepper, Arthur	5	500 00	do.
Lee, Walter S.	1	100 00	do.
Laidlaw, Douglas	4	400 00	do.
Livingston, Johnson & Co	3	300 00	do.
Laird, R. W	2	200 00	do.
Lemon, Justus	1	100 00	Caledon.
Lewis, Alex	1	100 00	Mono.
Lamont, Donald	1	100 00	Caledon.
McMaster, A. R. & Bro.	100	10,000 00	Toronto.
Manning, Alex'r	50	5,000 00	do.
McMaster, A. R.	10	1,000 00	do.
McDonald John & Co	50	5,000 00	do.
Morrison, J	10	1,000 00	do.
McNabb, John & Co	10	1,000 00	do.
Michie, James	10	1,000 00	do.
McGaw, T	10	1,000 00	do.
Matthews, W. D. & Co	10	1,000 00	do.
McKay, John M	13	1,300 00	do.
Morrison, James	7	700 00	do.
Morrison, Taylor & Co	5	500 00	do.
Miller, Hugh	5	500 01	do.
McCarter, John	5	500 00	do.
Murray, W. A & Co	5	500 00	do.
McCarthy, Maitland	5	500 00	Orangeville.
Morphy, Edward	3	300 00	Toronto.
Montgomery, Samuel	2	200 00	do.
McPherson, D. L.	50	5,000 00	do.
Mason, F. G.	2	200 00	do.
Mason, A. J	2	200 00	do.
Mason, J. H	2	200 00	do.
Mason, T. W.	2	200 00	do.
Morrison, M.	1	100 00	do.
Moore, H. J. & Co.	1	100 00	do.
Morris, J. H.	1	100 00	do.
Moffatt, L. H.	1	100 00	do.
Moffatt, Lewis	10	1,000 00	do.
Murphy, Patrick	1	100 00	Caldwell.
Morrill, A. W	1	100 00	Toronto.
McLaren, Alex'r	1	100 00	Rockside.
McLellan, W	1	100 00	Alton.
Middleton, W. J	1	100 00	Orangeville.
Nasmith, John	2	200 00	Toronto.
Oliver, S. A	20	2,000 00	do.
O'Keefe & Co	10	1,000 00	do.
Osler & Moss	5	500 00	do.
Oates, R. H	1	100 00	do.
Paterson, P. & Son	10	1,000 00	do.
Pyper, William	5	500 00	do.
Paterson, James	5	500 00	do.
Perry, Chas., in trust	5	500 00	do.
Piper, Noah L. & Son	3	300 00	do.

SCHEDULE No. 1.—*Continued.*

NAME.	No. of Shares.	Amount Subscribed.	Residence.
		$ cts.	
Pellatt & Osler	6	600 00	Toronto.
Phipps, W. B	2	200 00	do.
Proudfoot, J	1	100 00	do.
Pearson, F	1	100 00	do.
Paterson, W	1	100 00	do.
Potter, Jackson	1	100 00	Mono.
Robertson& Cook	25	2,500 00	Toronto.
Robinson, Joseph	10	1,000 00	do.
Ramsey, W. & Co	10	1,000 00	do.
Rankin, John	10	1,000 00	Montreal,
Robertson, J., Son & Co	5	500 00	Toronto.
Riddle, John	5	500 00	do.
Robinson, R	1	100 00	do.
Reynolds, R	1	100 00	do.
Ritchie, John	1	100 00	do.
Riddell, J. Knight	1	100 00	Alton.
Robinson, Chas	1	100 00	Claude.
Shedden, John	162	16,200 00	Toronto.
Shedden, John, in trust	100	10,000 00	do.
Smith, Frank, & Co	20	2,000 00	do.
Staunton, M	20	2,000 00	do.
Sheilds, J	12	1,200 00	Albion.
Smith, James E	10	1,000 00	Toronto.
Smith, Jno. B	10	1,000 00	do.
Simpson, Joseph	10	1,000 00	do.
Stephens, George	10	1,000 00	Montreal.
Sheilds, James	5	500 00	Toronto.
Sorley, James B., in trust	5	500 00	do.
Spankhall, Cubitt	5	500 00	do.
Stork, J	4	400 00	Albion.
Swinarton, T	3	300 00	Coventry.
Scott, J. G	3	300 00	Toronto.
Sterne, T. W	2	200 00	Albion.
Smith, D .W	1	100 00	Toronto.
Shapter, J. O	1	100 00	do.
Shears, W	1	100 00	do.
Stayner, F. H	1	100 00	do.
Scarth, W. B	1	100 00	do.
Sanderson, T	1	100 00	Kilmanagh.
Stone, William	1	100 00	Caledon East.
Shanly, Frank	10	1,000 00	Toronto.
Taylor, John & Bro	20	2,000 00	do.
Taylor, J. & J	20	2,000 00	do.
Thompson, Thomas	5	500 00	do.
Thorburn, Jas	2	200 00	do.
Toronto Tea Co	1	100 00	do.
Thomas, M. A	2	200 00	do.
Townley, Samuel	1	100 00	do.
Vickers, Jno. J	20	2,000 00	do.
Villyers & McCord	2	200 00	do.
Verrall, George	1	100 00	no.
Worts, J. G	60	6,000 00	do
Wilson, Seith	3	300 00	Mucville.
Whitehead, C. J	1	100 00	Toronto.
Wells, Steward	1	100 00	do.
Warner, G. W	1	100 00	do.
Wingfield & Thomas	1	100 00	do.
Wylie, Thomas	1	100 00	Orangeville.
Ward, Edward	1	100 00	Kilmanagh.
Willoughby, John	1	100 00	Caledon.
Wadsworth, W. Rien	1	100 00	Toronto.
Watson, William	50	5,000 00	do.
Yarker, G. W	1	100 00	do.
Total		313,700 00	

On which there has been paid up the sum of one hundred and thirty-eight thousand five hundred and fifty dollars—$138,550 00.

SCHEDULE NUMBER TWO.

Weston to Mount Forest.

Ability of the Company to build the Road.

Estimated cost to complete works		$1,270,734 00
Add discount of 3rd issue of bonds.....		15,000 00
Total Cost.....		$1,285,734 00
Bonuses realized.....	$451,712 00	
Stock paid up..... ...	138,550 00	
Luther bonus, $20,000, in dispute, but parties are willing to compromise for $15,000...	15,000 00	
Government bonus, Arthur to Mount Forest, 15 miles	30,000 00	
Government bonus, Orangeville to Arthur, 23 miles.....	46,000 00	
		$681,262 00
Bonds on the above.....		681,262 00
		$1,362,524 00

Note—If the Government refuse the bonus from Orangeville to Arthur, the Company can use the stock at present appropriated for the Kincardine extension, amounting to $60,000, and the bonds which can be issued thereon.

SCHEDULE NUMBER THREE.

Orangeville to Owen Sound, Sixty-eight Miles.

Ability of the Company to build the Road.

Estimated cost to complete the works.....		$1,088,000 00
Bonuses	$300,000 00	
Stock proportion of $150,000 still to be called up, apportioned to Owen Sound extension	90,000 00	
Government bonus 68 miles, at $3,000 per mile..	204,000 00	$594,000 00
Bonds on the above	$594,000 00	
Less 15 per cent. discount.....	89,100 00	504,900 00
		$1,098,9000 00

SCHEDULE NUMBER FOUR.

Claim of the Toronto, Grey and Bruce Railway Company for aid from the Government of Ontario in the construction of that portion of their railway from Orangeville to Mount Forest.

Orangeville to Arthur—This portion of the line runs entirely through the Townships of Amaranth and Luther, which, owing to their being very sparsely settled and poorly cultivated, were unable to give a large grant in aid. In fact the Company have as yet received no bonus from the latter townships, and the question is still in dispute between them and the municipal authorities. The road runs for a great portion of its length through swamps, where great difficulties

have been encountered by reason of there being no means of access, and no travelled road along the entire route. Considerable improvements have been already made to the lands adjacent to the railway by reason of its passing through them and affording an outlet as well as by the works of the railway having improved the land by draining it very effectually in all the swamps, ditches having been made on both sides of the road, and frequent tap drains opened out, as well as by cleaning out the beds of creeks and rivers in many places, so as to give the water a chance of flowing off. Taking into consideration the advantages afforded to this hitherto desolate part of the country by the construction of the railway, the company claim the right to have some bonus from the Government. In many places thriving villages are already springing up where scarcely a clearing was some two years hence.

Waldermar and Little Toronto are two of these newly created places, and at the former place several mills have been already erected, and a steam saw mill has begun work at the latter place. The population has been largely increased, even to supply the wants of the large force of labourers required to construct the works of the railway, and the company feel that in making the moderate demand of only two thousand dollars per mile for this distance, they are asking for really less than the Government would be warranted in granting.

From Arthur to Mount Forest the company are only asking for two thousand dollars per mile. They have built this road upon a bonus of only fifty-five thousand dollars, a length of fifteen miles. None of the contracts were let previous to the present year, and already the whole of the grading is completed, and the road-bed in readiness to receive the rails, which will be commenced to be laid during the current month, or in the first week of next month.

The road from Orangeville to Owen Sound, sixty-eight miles in length is not yet commenced, the estimated cost and the assets of the company shew that making use of all their bonuses and all their own available means granted to them by Parliament, by issuing every bond they are entitled to, they cannot reach their destination on the waters of the Georgian Bay, unless the Government grant them aid to the extent of three thousand dollars per mile. The County of Grey is one which has received no aid from Government in time gone by, and which has had to bear its share of the burden caused by the aid granted to more fortunate counties. The company feel that the Government in making this grant will be using the money placed at their disposal in opening up a county which is one of the finest in Ontario, and which from its remoteness from markets has hitherto remained to a great extent in the back ground. For a considerable portion of the distance, this railway runs through the highest table lands in the Province of Ontario, some one thousand five hundred feet above the level of Lake Ontario, and from this point the water runs either to the Lakes Huron, Erie and Ontario, or to the Georgian Bay; from its being so large an area this summit is very imperfectly drained and it needs only to mention that the Townships of Melaucthon and Proton are passed through by the railway for a distance of upwards of twenty miles to show that the works of this road must greatly tend to drain and improve the land near to its route for some distance on either side. This portion of the country is farther from any outlet to civilization than almost any other part of the Province of Ontario and by the facilities afforded by this railway a vast tract of country is brought within easy distance of the metropolis of the Province and made available at once for settlers, and there is little doubt but that the large tracts of land still vested in the Crown, situate in the Townships of Amaranth, Melaucthon and Proton will within a very short time be taken up by actual settlers at fair prices.

SCHEDULE NUMBER FIVE.

Dates of Contracts.

Orangeville to Arthur.

Track-laying and ballasting	June, 1871
Stations	7th April, 1871
Locomotives	4th May, 1871
Fastenings for rails	18th February, 1871
Cars	4th March, 1871

Arthur to Mount Forest.

Grading, fencing, ties, stations, track-laying and ballasting	25th January, 1871
Rails	2nd February, 1871
Fastenings for rails	18th February, 1871
Locomotives	4th March, 1871
Cars	6th June, 1871

Orangeville to Owen Sound.

No contracts made yet.

"C"

Acknowledgement of above.

"D"

Re Inspection Toronto, Grey and Bruce Railway.

Department of Public Works, Ontario.
Toronto, November 18th, 1871.

Sir,—The numerous applications made by railway corporations for aid out of the amount appropriated during the last session of the Legislature, cap. 2, 34 Vic., entitled, "An Act in aid of Railways," the preamble of which is "To give aid towards the construction of railways leading to or through sections of country remote from existing thoroughfares, or passing through thinly settled tracts, or leading to the free grant territory, or to the inland waters," render it necessary that an inspection be made of the routes through which it is contemplated to construct such railways.

Your services are therefore required for such inspection of the Toronto, Grey and Bruce Railway from Orangeville to Owen Sound, and you will apply to Edmund Wragge, Esq., the General Manager, or the President of the Toronto, Grey and Bruce Railway for such information as you require for the proper execution of your duties. The principal examination you will require to make along the whole length of the proposed route, will be as to what in the words of the preamble may appear to you to be "thinly settled tracts" in each township until the line reaches the confines of the free grant territory. You will also report on such portions of the route as may pass through well settled townships, and in cases where the line is to pass through wild lands not yet surveyed or remaining unappropriated for free grants, you will report on the general aspect of such lands, especially with regard to their soil and timber, and any other important features shewing the desirability or otherwise of opening a thoroughfare through such portions of our outlying territory.

As the railway corporations are urgently pressing a decision by the Government of the aid to which they may be entitled, you will be good enough to enter upon your duties at the earliest possible day, and report to this Department immediately you are able to do so.

I am,
Sir,
Your obedient servant,
(Signed) John Carling.

To S. P. Mabee, Esq.,
Port Rowan, Ontario.

"E"

To Honourable John Carling.
Commissioner of Public Works, Province of Ontario.

Sir,—According to your instructions I have examined the route of the Toronto, Grey and Bruce Railroad from Orangeville to Owen Sound.

I have the honour to report as follows:

The said railroad in now under construction and runs through the centre of the County of Grey, and passing through the Township of Amaranth, in the County of Wellington, and in the County of Grey, the road goes through the Townships of Melancthon, Proton, Artemesia, Glenelg, Holland and Sydenham. The road passes through the most unsettled portion of many of these townships, and will open up a very important section of country, rich in timber, and the land when cleared, will be good agricultural land, the soil being clay and sandy loam. Taking the townships consecutively, as the road passes through from Orangeville, may be more generally described as follows:—

Melancthon is on a height of land. The eastern part of it was surveyed out nearly thirty years ago and is a nice tract of country, with a pleasantly undulating surface and fair soil, either sandy or light clay loam; is not very thickly settled, as there is a great deal of swamp timbered with cedar, balsam, tamarack, spruce.

The Township of Proton, like Melancthon, embraces a great deal of what is called swamp, though not all of it properly so, being level lowland, but firm.

Artemesia is a good township, only a very small portion of its southern part being swampy. Generally the surface is rolling, and the soil either a light clay or gravelly loam, the timber uniformly beech, maple, elm, &c.

Glenelg, the next township is generally rolling surface, and gravelly soil, in many parts very stony, the tract between the two principal branches of the Saugeen, extending from Durham Village, north, four or five miles, and some distance eastwardly in from the Garafraxa road, is the best part of this township, and is what may be considered well settled, although there is a considerable amount of Government lands in this township.

The Township of Holland is rather a stony surface, is rolling or undulating, the northern and south-western parts of this township are good land, and is also pretty well settled up, this township also has considerable unpatented lands.

The Township of Sydenham, in which Owen Sound is situated, is a very good township, possessing some excellent land and hard wood timber, and is what may be called a thickly settled township.

The foregoing are the townships through which the Toronto, Grey and Bruce Railroad passes, being six townships out of sixteen, in the County of Grey.

The building of the Toronto, Bruce and Grey Railroad will open up a very large tract of country as it is a long way from any existing thoroughfares. There being no railroad between this line and Lake Huron on the west, and the Northern road on the east. The Northern Terminus, Owen Sound is a large flourishing town, and has a large trade with different ports on Georgian Bay, both on the north and south shore, and the upper lakes.

I find that there is a large amount of unpatented lands in the County of Grey, and more especially along the line of the proposed railroad, hence it would be of material interest to the Government of Ontario to have that section opened up by the building of the Toronto, Grey and Bruce Railway, which will enhance the value of these lands. I believe there is not one township in the whole county but what has more or less of these unpatented lands

The general aspect of the County on the whole is very favourable for the building of this road, and when built will open up a very extensive and important section of country and also afford an important link of communication between Toronto, the metropolis of Ontario and our North Western Territories.

All of which is respectfully submitted.

I have the honour to be,
Your most obedient servant,
S. P. Mabee.
Inspector of Projected Railroads.

"F"

To His Excellency the Honourable William Pearce Howland, C. B., Lieutenant-Governor of the Province of Ontario:

The Petition of the Toronto, Grey and Bruce Railway Company:

HUMBLY SHEWETH:

1. That your Petitioners are a company incorporated under chapter forty, 31st Victoria, which Act has been amended by chapter eighty-two, thirty second Victoria, and chapter forty-one, thirty-third Victoria, all of the Legislature of Ontario.

2. That the said Acts authorize the construction of such a railway as is referred to in preamble of an act entitled "An Act in aid of Railways," chapter two, thirty-four Victoria, of the Legislature of Ontario.

3. That the works of your petitioners' railway are in the following state of progress:

Weston to Orangeville, distance forty-four miles, is open for regular traffic, and the other section, Orangeville to Mount Forest, a distance of thirty-eight miles will be open for regular traffic within ten days.

The whole is provided with rolling stock.

The stations are built. The telegraph line is erected and in operation at all the stations.

Orangeville to Owen Sound, distance sixty eight miles; contracts have been awarded for the construction of this portion of the line, and work to the value of eighty thousand dollars has been done in clearing and grubbing and grading and purchase of right of way. This work has been done in sections extending over the whole distance between Orangeville and Owen Sound and is still progressing. The Company will be prepared to commence tracklaying on this portion of the line simultaneously at Orangeville and Owen Sound by the end of June, and contractors are bound to have the railway ready for traffic by the first of January, one thousand eight hundred and seventy-three under a penalty of four hundred dollars per day for every day that shall elapse after said first day of January, 1873, that the road is not completed.

Mount Forest to Teeswater—The line has been surveyed but no further work has been done and no contracts have been awarded; nearly all the bonuses required to construct the railway have been granted to them by the municipalities interested, as is shown in the schedule hereunto annexed.

4. That the amount of *bona fide* stock subscribed, and the amount actually paid thereon, together with a list of the shareholders, showing the residence and amount of each, are set forth in the petition presented by us, the said Petitioners, to your Excellency on or about the day of September last, to which petition your petitioners crave leave to refer, and to produce to your Excellency to be read with this present petition.

5. That hereunto annexed is, firstly, a schedule showing the estimated cost of the railway from Mount Forest to Teeswater, and showing the ability of your petitioners to build the same; secondly, a schedule showing reasons why a bonus should be granted to your petitioners in pursuance of the said Act, chapter two, thirty-four Victoria.

6. That the ability of your petitioners to build their said railway from Mount Forest to Teeswater (as is shown by the said schedule hereunto annexed) is dependent upon the aid which your petitioners now seek to obtain, in pursuance of the said Act, by this present petition, as well as by the said petition heretofore presented to your Excellency; but your petitioners, in order to build their said railway from Mount Forest to Teeswater will not require the actual payment of money for such aid (if granted) until their said railway is built, as your petitioners will be able, without difficulty to procure temporarily the necessary means therefor, upon the passing of an order in Council for granting to them such aid.

7. Your petitioners further state that it always has been and still is the intention to build the road to Kincardine.

Your petitioners therefore pray that an Order in Council be passed, in pursuance of the said Act, chapter two, thirty-fourth Victoria, authorizing a grant to your petitioners

of two thousand dollars per mile for their said railway from Mount Forest to Teeswater, a distance of thirty-four miles *via* Belmore, and a distance of thirty-eight miles *via* Wingham, be paid to your petitioners so soon as the terms of the said Act, chapter two, thirty-fourth Victoria, are complied with.

And your Petitioners will ever pray.

JOHN GORDON,
President.

1st December, 1871.

SCHEDULE NO. 1.

MOUNT FOREST TO TEESWATER VIA WINGHAM.

Estimated cost to complete the works		$437,000 00
Bonuses granted	$ 98,000 00	
Bonuses to be granted	35,000 00	
	$133,000 00	
Stock, proportion of $150,000 still to be called up, apportioned to Bruce extension	60,000 00	
Government Bonus 38 miles at $2,000 per mile	$ 76,000 00	
	$269,000 00	
Bonds on the above	269,000 00	
	$538,000 00	

Leaving a balance of $101,000 00 to expend upon additional rolling stock.

VIA BELMORE,

Estimated cost to complete the work		$391,000 00
Bonuses granted	$ 98,000 00	
Bonuses to be granted	12,000 00	
	$110,000 00	
Stock, proportion of $150,000 00 still to be called up apportioned to Bruce extension	$ 60,000 00	
Government Bonus 34 miles at $2,000 per mile	68,000 00	
	$238,000 00	
Bonds on the above	238,000 00	
	$476,000 00	

Leaving a balance of $85,000 00 to expend upon additional rolling stock.

SCHEDULE NO. 2.

The proposed line of the Toronto, Grey and Bruce Railway, from Mount Forest to Teeswater, will run through portions of the Counties of Huron and Bruce, many miles distant from any railway line, and which contain some of the finest farming lands in the Province of Ontario, and are intersected by streams affording vast water power, and

which, if provided with railway facilities, are capable of supporting and enriching a very large farming and manufacturing population.

The rapid development of that portion of the Province is only retarded by the want of markets within a sufficiently accessible distance to enable the products of the farms, mills, and factories to be disposed of at a fair and properly remunerative value.

The company therefore claim, that the construction of this portion of their railway will bring a large and valuable, but at present remote, district of the Province within reach of the market facilities which they so greatly need by which direct and substantial benefit will be conferred, not only on the section of the country immediately interested, but also upon the public and general interests of the Province.

The junction with the London, Huron, and Bruce road will afford the best facility to this part of the country, giving it direct communication both east and west by three routes.

With the assistance of the Government the company are perfectly able to provide the means for the construction of this part of their railway.

"G."

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, December 29th, 1871.

The Secretary of Toronto, Grey and Bruce Railway Company.

SIR,—With reference to the petition for aid from the Railway Fund presented to His Excellency, by the Toronto, Grey and Bruce Railway Company, I have the honour to apply to you for additional information before the Government can arrive at any conclusion with regard to the merits of the petition.

Some interviews between the representatives of the company and the Government have no doubt taken place, when much of the information now required may have been given, but as no record of these proceedings is just now obtainable, new evidence is required upon some heads.

You will therefore have the goodness to state in writing, for His Excelleney's information the substance of any communications heretofore orally made to the Government and to state whether any contracts for construction had been made with reference to any part of the line, or works connected therewith in respect to which aid is sought prior to the 7th December, 1870.

Also to give the dates of all contracts for construction not already furnished in your petition, also to give the cost of each section in respect to which aid is sought, according to the information now in your possession, and to give the contract prices upon all contracts let.

I am,
Sir,
Your obedient servant,
PETER GOW.

"H."

THE TORONTO, GREY & BRUCE RAILWAY,
SECRETARY & TREASURER'S OFFICE,
TORONTO, 2nd July, 1872.

To Hon. Peter Gow,
Provincial Secretary, Toronto.

DEAR SIR,—I beg to acknowledge receipt of your letter of the 29th ult., (No. 919.)

The information which you desire with reference to the petition of this company for aid from the railway fund will be at once prepared and forwarded to you for the information of the Government.

The directors desire to place all information concerning the company fully before you, with which view, the books of the company, and the contracts, maps and plans are ready at any time for inspection by any duly authorized government inspector or officer.

I beg also to inform you that the directors, being anxious to have their position in relation to the railway fund fully explained to the Government, would consider it a favour if the Government would at an early date grant them an interview when many important details, necessarily not fully set out in the petition could be explained. Will you kindly inform me if such an interview can be granted, and name a time for the same.

I have the honour to be, Sir,
Your obedient servant,
W. SUTHERLAND TAYLOR,
Secretary & Treasurer.

"I."

PROVINCIAL SECRETARY'S OFFICE,
January 9th, 1872.

SIR,—With respect to the proposal made in your reply to the letter of the Provincial Secretary, dated December 29th, that an interview be granted by the Government to a deputation representing the interests of the Toronto, Grey and Bruce Railroad, I am directed to say that no objection exists to according the interview and fixing a time, as soon as the information asked for in the letter of the Provincial Secretary shall have been furnished.

I have the honour to be, Sir,
your obedient servant,
(Signed) THOMAS C. PATTERSON,
Assistant Secretary.

W. S. Taylor, Esq.,
Secretary
Toronto, Grey & Bruce Railroad Company,
Toronto.

"J."

PROVINCIAL SECRETARY'S OFFICE,
January 10th, 1872.

SIR.—With reference to the petition of the Toronto, Grey and Bruce Railroad Company, for aid from the railway fund, in respect of a section of road projected from Mount Forest to Teeswater, I am commanded by his Excellency, the Lieutenant-Governor, to call the attention of the company to their omission to furnish full particulars and details concerning the bonuses, also to inquire which of the two routes suggested it is the intention of the company to adopt.

Further, for his Excellency's information, you will be good enough to state when it is expected that the company will be in a position to complete their financial basis by securing the bonuses spoken of, and whether any terms have yet been made with the London, Huron and Bruce Railroad company, respecting a junction with that line, some indication of which may be gathered from the petition.

I have the honour to be, Sir,
Your obedient servant,
(Signed) PETER GOW,
Secretary.

W. S. Taylor, Esq.,
Secretary,
Toronto, Grey & Bruce Railroad Comyany,
Toronto.

K.

THE TORONTO, GREY AND BRUCE RAILWAY.

PRESIDENT'S OFFICE.

TORONTO, 18th January, 1872.

To the Honourable the Provincial Secretary of Ontario.

SIR,—I have the honour to inform you for the information of His Excellency the Lieutenant-Governor in reply to your letter No. 918 of the 10th January, 1872, that the company expects to receive in adition to the following bonuses already granted, by Minto, $15,000 by a majority of 235; by Howich, $40,000 by a majority of 372; by Culross, $43,000 by a majority of 235; a bonus of $35,000 from the Township of Turnbury, making the amount of $133,000, as stated in schedule No. 1 of the petition.

This statement refers to the route via Wingham, which it is the intention of the company to adopt, and I may further state that the company has every reason for believing that the Turnbury bonus will be granted from the fact that the whole of the council of last year have been defeated in their attempt at re-election, by the friends of this company, and several ratepayers of the township are taking the necessary steps to quash the by-law granted in aid of the Wellington, Grey and Bruce Railway on account of its being carried by illegal votes, and obtained by means of bribery and corruption with a majority of only twelve votes.

This is the only bonus lacking, and for it a by-law is about to be submitted. Herewith I have the pleasure to append a copy of the resolution passed by the company in connection with the London, Huron and Bruce Railway Company with reference to the junction of the two railways and their joint working to Kincardine.

I may add that several interviews were held with the Honourable J. Sandfield Macdonald, having reference to this section, and it was stated by Mr. Macdonald that the company would be entitled to aid so soon as their financial basis should be completed by securing the bonuses as far as Teeswater. The extension to Kincardine was the subject of a large public meeting, held in the Village of Kincardine, on the 11th instant, when representative men from the Townships of Kincardine, Huron, Culross and Kinloss, and the Village of Kincardine were present, and a resolution was passed by a vote of 106 to 4 offering the company a bonus of $150,000, which was afterwards increased to $160,000, to extend the railway from Teeswater to Kincardine—this sum included the bonus already granted by the Township of Culross.

I have the honour to be,
Sir,
Your obedient servant,
JOHN GORDON,
President.

"L."

THE TORONTO, GREY AND BRUCE RAILWAY.

PRESIDENT'S OFFICE.

TORONTO, January 18th 1872

The Provincial Secretary, Toronto:

Re Bruce Line.

SIR,—The following are additional reasons to those given in the petition of the Toronto, Grey and Bruce Railway Company why it should receive Government aid:

1st. The company being a purely Canadian institution, and controlled in Canada, all the shareholders residing in the Dominion.

2nd. A large amount of private capital was subscribed with a view that said Railway would connect with the waters of Lake Huron at Kincardine.

3rd. A priority of charter to this point, and vested rights being innovated by a subsequent charter.

4th. The advantages to that section as above any other line as first forming a connection at Harriston with the Great Western.

5th. Skirting the water powers of the Maitland river through Howich, also utilising the fine water powers near the village of Teeswater, Wingham.

6th. Forming a junction with the London, Huron and Bruce Railway (narrow gauge) near Wingham, thereby securing a connection with the Grand Trunk and Great Western at London.

7th. Putting South Bruce by a local and competing line in direct communication with the whole railway and water communications of the Province, and giving that section of the Province three different routes to market.

I have the honour to be,

Yours respectfully,

JNO. GORDON,
President.

SCHEDULE NO. 1.

Estimated cost of construction from Mount Forest to Teeswater	$437,000 00
Bonuses already granted as follows :—	
Minto	15,000 00
Howick	40,000 00
Culross	43,000 00
	$98,000 00
Bonus to be voted on Turnbury	35,000 00
	$133,000 00
Proportion of stock to be called up	60,000 00
Government bonus, 38 miles at $2,000	76,000 00
	$269,000 00
Bonds to same amount	$269,000 00
	$538,000 00

Leaving a balance of $101,000 to be expended upon additional rolling stock.

Estimated cost, Teeswater to Kincardine	$260,000 00
Bonuses to be voted on Kincardine Township, Kincardine Village, Huron Township, Kinloss Township, Culross Township—County Bonus of	160,000 00
Deduct $43,000, being amount of share of Culross to be expended east of Turnbury	43,000 00
	$117,000 00
Government Bonus, 23 miles at $2,000	46,000 00
	$163,000 00
Bonds to the same amount	163,000 00
	$326,000 00

Leaving a balance of $66,000 to be expended upon additional rolling stock.

This is an estimate independent of any aid towards construction which may be paid by the London, Huron and Bruce Railway Company towards construction.

NOTE.—It may be pointed out that these estimates place the debentures and bonds at par. A deduction of at least ten per cent. all round will represent the cash value of them.

Certified Copy of a Resolution, passed at a meeting of the Directors of the Toronto, Grey and Bruce Railway, held on the 2nd August, 1871.

Moved by Mr Dixon, seconded by Mr. Metcalf,

That the Company having heard the views of the Directors of the London, Huron, and Bruce Railway Company, as expressed by the deputation present to-day, approves of the proposal that the two Companies should join interests, the Toronto Company owning the road from the Junction at some point in South Bruce or North Huron to Kincardine, and both Companies using it on terms, the details of which are to be afterwards decided upon by the two Companies. Provided the necessary bonus be voted, and that such a union would meet with the approval of the townships or counties intersected.

The resolution was carried, and a copy of it ordered to be forwarded to the London Company.

Certified as correct.

(Signed) W. Sutherland Taylor,
Secretary-Treasurer.

The Toronto, Grey & Bruce Railway,
Engineer's Office,
Toronto, 19th January, 1872.

W. F. McMaster, Esq.,
Chairman of the Construction Committee.

Dear Sir,—In reply to your enquiry as to when the location will be completed as far as Teeswater, I beg to say that the trial lines are now being run between Gorrie and Wroxeter, and that place, and I anticipate that if they turn out as favourably as I am led from the reports of my assistants to believe they will, the location should be finally completed, weather permitting, by the middle of next month.

In accordance with the instructions received from the Board, I am preparing the advertisement for tenders for construction to Wroxeter, which will appear in the papers to-morrow morning.

I am, dear sir,
Yours faithfully,
Edmund Wragge,
Chief Engineer.

"M."

The Toronto, Grey & Bruce Railway,
President's Office,
Toronto, 18th Jan., 1872.

To the Honourable the Provincial Secretary.

Sir,—I have the honour to inform you, for the information of His Excellency the Lieutenant-Governor, that the interviews held between this Company's representatives and the Honourable J. Sandfield Macdonald, as the leader of the late Government, with respect to the bonuses sought for by this Company had reference,

Firstly—As to that between Orangeville and Arthur, where the Honourable Mr. Macdonald held the view that the company were not entitled to aid, in consequence of their having let a contract for grading, grubbing, and fencing, bridges and ties for that portion of the road; but he agreed that a special case should be settled for the opinion of the court, as to whether the Company were entitled under the Act to aid, having let such contract to Mr. Shanly, on the 18th November, 1869, and having also ordered the rails for the same section in September, 1870; and in case the judgment of the court should be in favour of the view held by the company, an Order in Council would be passed authorizing

the payment of $2,000 per mile from Orangeville to Mount Forest, it being conceded by Mr. Macdonald that there was no question as to that portion of the road between Arthur and Mount Forest. A special case was settled on behalf of the Toronto and Nipissing Railway Company, with respect to a portion of their line in precisely similar circumstances. I have the honour to enclose a copy of the judgment given in that case.

The contract with Mr. Shanly, so far as the portion of the line between Orangeville and Arthur is concerned, its effect may be thus concisely stated. By the contract he became bound to do the following works :—Grading, clearing, and grubbing, fencing, bridges, and ties.

A copy of this contract will be furnished if required.

Rails were also ordered, as above stated. The contract did not include the following works, that is which were contracted for subsequently :—

Track-laying and ballasting, stations, fastenings, locomotives, cars, tank-houses, at dates as set out below.

The contract with Mr. Shanly, of the 18th November, 1869, between Orangeville and Arthur, was let upon a schedule of prices, and its actual cost is $102,000. The ballasting and track-laying upon this section was, on the June, 1871, let for the sum of $1,300 per mile; the stations were let 7th April, 1871, for the sum of $6,500, and fastenings, 18th February, 1871, at $500 per mile; rolling stock, 4th March, 1871, at $3,500 per mile.

From Arthur to Mount Forest, the contracts were let as follows :—Grading, fencing, ties, stations, track-laying, and ballasting, 25th January, 1871, $103,000.

Rails and fastenings, 2nd February, 1871, $3,500 per mile; rolling-stock, 6th June, 1871, $3,500 per mile.

Before leaving the subject of that portion of the railway between Orangeville and Mount Forest, I desire to offer some explanation as to the financial basis of the company's operation with regard to that section.

The company were previous to the passing of the Railway Aid Act in a financial position to finish the railway to Arthur, only by reason of the application of the whole of the bonus granted by the City of Toronto towards the completion of that portion of the railway.

Feeling, however, that aid would be granted them in respect of the section between Orangeville and Arthur, they weakened their hand upon this section between Orangeville and Arthur, by expending a portion of the said bonus upon the section between Arthur and Mount Forest, where they had only $50,000 bonus secured for the construction of that section.

Secondly.—A deputation consisting of the Honourable John McMurrich, Vice President of the company, and several members of the board, together with J. G. Worts, Esquire, the Honourable J. H. Cameron, and other prominent citizens of Toronto, accompanied by the Honourable Adam Crooks, and the Honourable M. C. Cameron, members for the City of Toronto, and the members for the County of Grey, Messieurs Lauder and Scott, waited upon the Honourable J. Sandfield Macdonald, in the month of August last, and after all expressing their views, it was urged by Mr. Scott and Mr. Lauder, that as the County of Grey had never received any Government money, and on account of the poor character of the country and the large quantity of Government lands unpaid for and unsold, a bonus of $3,000 per mile should be granted. Mr. Macdonald instructed the company to send in the petition asking the aid which was then demanded, and informed the deputation that so soon as it was received the Government would appoint an inspector to examine the country, upon receiving whose report they would take up the matter. The inspector has accordingly been over the route of the railway, and has no doubt reported thereon to the Government.

In addition to the contracts above mentioned, which were the only ones let prior to 7th December, 1870, and which were not mentioned in the petition.

The company has since the filing of the petition, concluded contracts as follows for the Grey extension :

F. Shanly, for all the work on 45 miles, except rails and fastenings $302,120, dated 31st October, 1871; Mackenzie & Company for all the work on 23 miles, except rails and

fastenings, $187,000, dated 31st October, 1871 ; both contracts to be completed ready for opening the railway by the first January, 1873.

Neither of these contracts includes the erection of any terminal buildings, wharves, warehouses or elevators at Owen Sound, which have still to be let.

The rails and fastenings for the Grey extension have also been ordered, notwithstanding the extraordinary advance in rails and railway material, which will press very heavily upon the company.

The books of the company, together with the original contracts, are open for the examination of any one the Government may think fit to appoint for the purpose, should they so desire it.

I have the honour to be,
Sir,
Your obedient servant,
JOHN GORDON,
President.

McRAE VS. TORONTO AND NIPISSING RAILWAY COMPANY.

Railways—Government aid to—34 Vic., chap. 2, sec. 3—"Construction"—Meaning.

Held that the defendants, who had contracted merely for the grading and fencing of a portion of their road before the date specified in sec. 3 of 34 Vic., ch. 2, were not disentitled to aid under that section, as having contracted for the construction of such portion of their road.

SPECIAL CASE.

On the 1st of November, 1870, defendants made a contract with some person or persons for the grading and fencing of a portion of their line of road between Uxbridge and the Portage Road.

On March 2nd, 1871, defendants contracted with plaintiff to build, construct and complete the same portion of the road, with the exception of the grading and fencing (previously contracted for), at a specified rate per mile, to be paid for on the certificate of their Engineer as the work proceeded, with the exception of 15 per cent. to be retained until three months after the completion of the contract, if the defendants were entitled to claim aid from the Government of Ontario, under the provisions of the Act in aid of Railways, 1871, but if the defendants were not so entitled, then said deduction of 15 per cent. was to be paid by the defendants to the plaintiff in one month from the completion of the contract.

By this Statute (34 Vic. ch. 2) the Lieutenant-Governor in Council might authorize payments, from time to time, to any railway company, of sums of not less than $2,000 nor more than $4,000 per mile of any portion or portions of such railway, after report by the Commissioner of Agriculture and Public Works, that the company had completed such portion of its road, in respect of which payment was to be made, including sidings and stations, within the period prescribed by its charter.

Section 3 provided that no such authority should be given in respect of any portion of a railway, for the construction of which portion a contract had been entered into prior to the 7th day of December, 1870, nor until satisfactory proof had been given that the capital and assets were sufficient for the completion thereof within the appointed time.

The question upon which the opinion of the court was sought was whether the defendants were disentitled to aid under the second section of the Act, in consequence of the r contract for the grading and fencing of their road having been entered into before the 7th of December, 1870.

The whole argument turned on the meaning of the word "construction," as used in the 3rd section of the Act.

T. Moss, for the plaintiff, referred to Webb v. Manchester and Leeds Railway Company, 4 M. & C., 116 ; Gildart v. Gladstone, 11 Ea., 685 ; Birks v. Allison, 13 C. B. N. S.,

23; 31 Vic., ch. 41; 34 Vic., ch. 2; 27 and 28 Vic., ch. 121, sec. 31 (Imp.); Grantham Canal Company *v.* Ambergate, &c., Railway Company, 21 L. J. Q. B., 322.

J. H. Cameron, Q. C., contra, referred to the meaning of the word as given in Johnson's and the Imperial Dictionary; also, to its Latin derivation and the Greek equivalent therefor, both denoting a complete putting together, a finished or a going concern, in Lord Cairns' words as cited in McCallum *v.* G. T. R. Co., 30 U. C., 122.

Hagarty C. J., delivered the judgment of the Court:

The point submitted for our decision on this somewhat singular contract, is whether the fact of the defendants having contracted for the grading and fencing of this portion of the road prior to the day named in this Act, viz., December 7th, 1870, are disentitled to any assistance from the Government under the second section of the Act.

Mr. Moss for the plaintiff, was forced to argue that the fact of the Company having contracted, before the appointed day, for any substantial part of the work absolutely disentitled them to the benefit of the Act.

The intention of the Legislature seems very plain.

The expressed intention is to give aid towards the construction of railways, to or through sections of the country remote from existing thoroughfares, or passing through thinly settled tracts, or leading to the Free Grant territory, or to the inland waters, but they at the same time provide that such aid was not to be given to railways for the construction of which provision had been already made by contract, prior to December 7th, 1870, the first day of the session in which this legislation was announced and perfected.

Where the construction of the road, or portion of road, had been already provided for, the Government aid was not to be given.

The fact that a Company had succeeded in contracting for the grading and fencing of a portion of a road, cannot, in our judgment, amount to a contract for the construction of such portion.

A contract to "construct" ten or twenty miles of a railway must mean to put such a portion in a state to be used as a railway, and such a contract could never be fulfilled merely by grading and fencing the line.

A company might succeed in providing funds to grade and fence a portion and then be utterly unable to do more.

It seems impossible for us to hold that, being in that position on the 7th December, 1870, they were disentitled to aid under the statute.

Whether they should obtain such aid or not, would be a matter for executive consideration; it is sufficient for us to hold, as a matter of legal construction, that they are not disentitled by the words of the Act.

If a statute provided certain new regulations for the governance of railways, and then enacted that such provisions should not apply to any railway constructed before the passing of this Act, we think the exception would certainly not apply to an undertaking which, before the Act, had been graded and fenced with a view to making it ultimately assume the shape of a railway.

We think a narrow strip of land graded to a particular level, and fenced on each side, is not a railway, although by the expenditure of money it may finally acquire that character.

In the discussion of a case of some celebrity, Hammersmith Railway Company *v.* Brand L. R. 4 H. L. 171, as to the right of compensation for damage to the owners of property affected by the working of the railway, but where no land is taken, the expression "construction of the railway" was criticised, but it was, in a sense, different from this case, viz., as to the compensation for injuries to parties, &c., &c. Lord Cairns says, "Parliament does not look upon the words 'construction of the railway,' or the execution of the works authorized, as meaning the digging out so much land, the putting so much brick and mortar together, the making a viaduct or embankment, or the mere structural aspect of the work; it looks upon the railway as an undertaking, as a going concern, if I may so call it, as a thing which is to be there for a certain purpose, and to fulfil a certain end which the Legislature had in view, &c."

See also Mr. Justice Lush's words in the same case.

This case is noticed in McCallum *vs.* Grand Railway Company. 30 U. C. 127. We think that the defendants are entitled to our judgment.
Judgment accordingly.

"N."

PROVINCIAL SECRETARY'S OFFICE,
January 30th, 1872.

J. GORDON, Esq.,
President, Toronto, Grey and Bruce Railway.

SIR,—I have the honour to call your attention to a statement made in your letter to me of the 18th instant, with reference to the Bruce extension of the Toronto, Grey and Bruce Railway, to the effect that in the course of several interviews with the representatives of the road and Mr. J. Sandfield Macdonald, the Premier of the Government then in power, in which the Bruce extension was the subject of conversation, Mr. Macdonald led you to believe that that section of your road would be entitled to aid from the Railway Fund as soon as its financial basis should be completed by the securing of bonuses as far as Teeswater. With regard to this matter, I have to ask if it is proposed by the Company to furnish any memorandum giving the substances of the remarks made in the course of the conversations alleged to have taken place, and authenticated by the signatures of the gentlemen who were parties to the interviews.

I have the honour to be,
Sir,
Your obedient servant,
PETER GOW.

"O."

THE TORONTO, GREY AND BRUCE RAILWAY.
PRESIDENT'S OFFICE,
TORONTO, 1st February, 1872.

To the Honourable the Provincial Secretary of Ontario:

SIR,—I have the honour, in reply to your letter of the 30th January, 1872, to give in substance, the remarks made at the several interviews had with the Honourable J. S. Macdonald, in reference to the extension of the Toronto, Grey and Bruce Railway, from Mount Forest to Teeswater, when it was urged upon him that this line would afford greater facilities and benefits to South Bruce and North Huron than the Wellington, Grey and Bruce Railway would, the Toronto, Grey and Bruce Road being a competing line skirting the River Maitland, and enabling the valuable water powers on that stream to be made use of, by having easy means of access with the whole Dominion, also with a connection formed with the London, Huron and Bruce, and thereby giving that section of the Province three lines of railway, instead of having only one in case this road was not built, and leaving the whole county of Bruce and North Huron without a competing road. The Honourable J. S. Macdonald took the view that it was most important that one Company ought not to control those counties, and was strongly of opinion that a competing line should have the Government aid, and stated that as soon as the financial basis of this Company was completed by securing bonuses to Teeswater, this Company would be entitled to aid from the Government fund. I had no doubt, from the assurance above given, that this Company would get the aid, and in consequence thereof, the Company made every effort, and took great trouble, to obtain the bonuses from the municipalities along the line from Mount Forest to Teeswater, which

has been done, and the gentlemen, whose names are hereunder signed, were present with me.

I have the honour to be,
Sir,
Your obedient servant,
JOHN GORDON,
President.

We were present at several interviews with Mr. Gordon and the Honourable J. Sandfield Macdonald, and can vouch for the above.

WM. F. MCMASTER,
Director T. G. and B. R.

W. H. BEATTY.

"P."

THE TORONTO, GREY AND BRUCE RAILWAY,
PRESIDENT'S OFFICE,
TORONTO, 3rd February, 1872.

SIR,—I have the honour to transmit to you herewith a petition of the Council of the Township of Culross, addressed to His Excellency the Lieutenant-Governor of Ontario, on the subject of the Toronto, Grey and Bruce Railway Company, said petition having been forwarded to me for transmission through you to His Excellency.

I am, Sir,
Yours truly,
JOHN GORDON,
President.

To the Honourable the Provincial Secretary of Ontario.

To His Excellency the Honourable William P. Howland, C. B., Lieutenant-Governor, Province of Ontario:

The petition of the Municipal Corporation of the Township of Culross, in the County of Bruce, humbly sheweth:

That the Townships of Culross and Kincardine, and parts of Kinloss and Huron, are favourable to the Toronto, Grey and Bruce Railway. The Township of Culross having given forty-three thousand dollars by way of bonus to said Company, to extend their railway to Teeswater, in the said township, and whereas recently a large meeting was held in the Village of Kincardine, of the ratepayers of said village and the Townships of Huron, Kincardine and Kinloss, and decided almost unanimously in favour of granting a bonus to the Toronto, Grey and Bruce Railway from Teeswater to Kincardine, but subsequently the Wellington, Grey and Bruce Railway Company has induced Huron Township, along with Kinloss, to force the important and wealthy Township of Kincardine into a sectional county by-law, to aid the Wellington, Grey and Bruce Railway from Lucknow, on the border of the County of Bruce, to the Village of Kincardine, a distance of about fifteen miles. The Reeves of Kincardine Township, and many influential men in Huron and Kinloss, are bitterly opposed to the shutting out of the Toronto, Grey and Bruce Railway, which would afford them and the people of South Bruce a competing line of railway for the carriage of their products and traffic generally. A resolution to postpone the submission of said sectional by-law was pressed by the Reeves of Kincardine Township, but was voted down by a narrow majority, and by members of the County Council from other sections of the county; and your petitioners are grieved to inform you that, through

undue influence, the County Council has given notice of a by-law for granting twenty thousand dollars by way of bonus to said Wellington, Grey and Bruce Railway (south branch) without being submitted to the people. A resolution to defer said by-law until its legality could be ascertained, and until the question of Government subsidy was finally decided was voted down by a majority of one. Two of said voters, your petitioners believe, were bribed to vote said resolution down ; and the action taken was entirely through a promise to carry certain favours for the northern men at a future time, and for the purpose of influencing, if possible, the Government aid in favour of the Wellington, Grey and Bruce Railway (south branch). Your petitioners submit that the County of Bruce, now in debt over $600,000, subsidized the Wellington, Grey and Bruce Railway to Southampton to the extent of $250,000 prior to the passing of the Railway Aid Act, and as a new county in equity should be entitled to at least $86,000, we pray that at least that amount be reserved to aid the Toronto, Grey and Bruce Railway, entirely within and accommodating the Townships of South Bruce.

We desire to impress upon you the justice and advantage of the Toronto, Grey and Bruce Railway as a competing line to the Wellington, Grey and Bruce Railway. A monopoly of the trade of this section of the country would be most injurious to the settlers of Bruce.

The County of Bruce gave about $100,000 to the Buffalo and Lake Huron Railway, in the County of Huron, and it would be unfair to have the aid that the County of Bruce is justly entitled to, diverted and expended almost entirely in an adjoining county. The London, Huron and Bruce Railway, with the Toronto, Grey and Bruce Railway, we urge, would be in the best and truest interests of the country. Praying that justice and fair play may be meted out to South Bruce (and the first mentioned township not be allowed to be unjustly dealt with) by aiding the Toronto, Grey and Bruce Railway from Mount Forest *via* Wroxeter and Teeswater to Lake Huron, a distance of over thirty miles in the county.

And your petitioners, as in duty bound, will ever pray.

Signed by order, and on behalf of the Council.

THOMAS FAIRBAIRN,
Township Clerk.

(Seal) GEORGE MCKIBBON,
Reeve.

MEMORANDUM.

Plan Toronto, Grey and Bruce Railroad, Bruce Extension, Scale 200 chains per inch.

SUPPLEMENTARY PAPERS

Respecting the application of the Toronto, Grey and Bruce Railway for aid.

SCHEDULE.

1872.

12th	February.	Letter from Provincial Secretary to Secretary, Toronto, Grey and Bruce Railway.
"	"	Resolution, Corporation City of Toronto.
13th	"	Letter from Secretary of Company to Provincial Secretary.
"	"	Letter from Secretary of Company to Provincial Secretary enclosing.
"	"	Petition, Municipal Corporation, Township of Kincardine.
16th	"	Letter from Secretary of Company to Provincial Secretary.
"	"	Letter from President of Company to Provincial Secretary.
"	"	Letter from President of Company to Provincial Secretary.
17th	"	Letter from President of Company to Provincial Secretary.
18th	"	Letter from Thomas Scott, M. P. P., to President of Company.
19th	"	Letter from Provincial Secretary to Secretary of Company.
"	"	Letter from Secretary of Company to Provincial Secretary.
		Statement of Debentures sold.
		Statement, details proceeds of Bonds sold, with dates of sales.
		Statement, distance Mount Forest to Harrison, &c.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 12th February, 1872.

SIR,—With reference to the application of the Toronto, Grey and Bruce Railway Company for aid under the Railway Act, I have now the honour to enquire whether, in the event of the Government determining to grant them public aid, they are prepared to consent to the necessary arrangements on equitable terms, to be settled by arbitration or by the Lieutenant-Governor in Council, relating to running powers to, or traffic arrangements with, any other company in the same vicinity that may also be applying for public aid. I have also to make enquiry as to whether sufficient land has been set aside at all the stations erected, or to be erected, on the line of the Toronto, Grey and Bruce Railway for the piling and storage of cordwood, free of charge.

I have the honour to be,
Sir,
Your obedient servant,
PETER GOW,
Secretary.

W. Sutherland Taylor, Esq.,
Toronto, Grey and Bruce Railway.

(Copy.)

Resolved—That a Committee consisting of His Worship the Mayor, Aldermen Manning, Boustead, Thomson, Harman, and the mover, be appointed to wait upon the Government to urge the granting of a reasonable subsidy to further the extension and completion of both the Toronto and Nipissing and Toronto, Grey and Bruce Railways; and at the same time to solicit that guarantees be obtained that sufficient land be set aside at all the stations erected, or to be erected, on the said lines of railway, for the piling and storage of cordwood, free of charge.

Adopted by the Council of the Corporation of the City of Toronto, Monday, February 5th, 1872.

STEPHEN RADCLIFF,
City Clerk.

City Clerk's Office,
Toronto, Feb. 12th, 1872.

(Copy.)

THE TORONTO, GREY AND BRUCE RAILWAY.
TORONTO, 13th February, 1872.

The Honourable Peter Gow,
Provincial Secretary, Ontario, Toronto,

SIR,—I beg to acknowledge your communication of 12th inst., No. 918.

The matter therein referred to will be brought under the notice of the board of directors at a meeting called for to-morrow evening, and I shall at once, on hearing their views, communicate with you.

I am, Sir,
Yours truly,

W. SUTHERLAND TAYLOR,
Secretary-Treasurer.

(Copy.)

THE TORONTO, GREY AND BRUCE RAILWAY,
SECRETARY AND TREASURER'S OFFICE,
TORONTO. 13th Feb., 1872.

To the Honourable the Provincial Secretary of Ontario,
Toronto.

SIR,—Herewith I beg to hand you a petition from the Reeve and Council of Kincardine Township, which has been sent to me for transmission through you to His Excellency the Lieutenant-Governor.

I am, Sir,
Yours truly,

W. SUTHERLAND TAYLOR,
Secretary and Treasurer.

To His Excellency the Honourable William Pearce Howland, C. B., Lieutenant-Governor of the Province of Ontario.

The Petition of the Municipal Corporation of the Township of Kincardine, in the County of Bruce,

HUMBLY SHOWETH—

That the Townships of Kincardine and Culross and parts of Kinloss are favourable to the Toronto, Grey and Bruce Railway. The Township of Culross having given forty-three thousand dollars by way of bonus to said company, to extend their railway to Teeswater, in said Township. And whereas recently a large meeting was held in the Village of Kincardine of the ratepayers of said Village, and the Townships of Huron, Kincardine and Kinloss, and decided almost unanimously in favour of granting a bonus to the Toronto,

Grey and Bruce Railway, from Teeswater to Kincardine, but subsequently the W., G. and B. Company has induced Huron Township, along with Kinloss, to force the important and wealthy Township of Kincardine into a sectional county By-Law to aid the W., G. and B. Railway from Lucknow, on the border of the County of Bruce, to the Village of Kincardine, a distance of about fifteen miles. The Reeves of Kincardine Township, and many influential men in Huron and Kinloss, are bitterly opposed to the shutting out of the Toronto, Grey and Bruce Railway, which would afford them and the people of South Bruce, a competing line of railway for the carriage of the products and traffic generally. A resolution to postpone the submitting of said sectional By-Law was passed by the Reeves of Kincardine Township, but was voted down by a narrow majority, and by members of the County Council from other sections of the county, and your petitioners are grieved to inform you, that, through undue influence, the County Council has given notice of a By-law for twenty thousand dollars, by way of bonus to said Wellington, Grey and Bruce South branch, without being submitted to the people. A resolution to defer said By-law until its legality could be ascertained, and until the question of Government subsidy was finally decided, was voted down by a majority of one, for the purpose of influencing, if possible, the Government aid in favour of the South branch of said Wellington. Grey and Bruce Railway. Your petitioners submit that the County of Bruce, now in debt over $600,000, subsidized the Wellington, Grey and Bruce Railway to Southampton, to the extent of $250,000 prior to the passing of the Railway Aid Act, and as a new county in equity should be entitled to at least $86,000.

We pray that at least that amount be reserved to aid the Toronto, Grey and Bruce Railway, entirely within and accommodating the Townships of South Bruce.

We desire to impress upon you the justice and advantage of aiding the Toronto, Grey and Bruce Railway, an enterprise wholly Canadian, built with our money, and managed in our interests by our own people, as a competing line of railway to the W., G. and B. Railway, a company ruled by foreign capitalists, who are seeking to monopolize the trade of the county to the great injury of the settlers thereof.

The County of Bruce gave about $100,000 to the Buffalo and Lake Huron Railway, in the County of Huron, and therefore it would be unfair to have the aid, that the County of Bruce is justly entitled to, diverted and expended almost entirely in an adjoining county.

The London, Huron and Bruce Railway, with the Toronto, Grey and Bruce Railway, we urge would be in the best and truest interests of the country.

Praying that justice and fair play may be meted out to South Bruce (and the first recited Township not be allowed to be unjustly dealt with) by aiding the Toronto, Grey and Bruce Railway, from Mount Forest, *via* Wroxeter and Teeswater, to Lake Huron, a distance of over thirty miles in the said County of Bruce.

And your petitioners, as in duty bound, will ever pray.

THOMAS BLAIR,
Reeve.
MURDOCH MCLEOD,
Deputy Reeve.
JOHN CORBETT,
Councillor.
WILLIAM REEKIE,
Councillor.
DAVID GAIRDNER,
Township Clerk.

TORONTO, GREY AND BRUCE RAILWAY

TORONTO, 16th February, 1872.

To the Honourable
The Provincial Secretary of Ontario.

SIR,—I beg to acknowledge receipt of your letter of this date, requesting an immediat answer to your letter of 12th instant.

In reply, I beg to inform you that an answer shall be sent to you early this afternoon

I am Sir, yours truly,

W. Sutherland Taylor,
Secretary Treasurer.

(Copy.)

The Toronto, Grey and Bruce Railway,
President's Office,
Toronto, Feb. 16th, 1872.

Sir,—Your communication of 12th inst., addressed to the Secretary of this Company (No. 918,) was duly laid before the Board of Directors, and I was requested to inform you in reply that this company, in the event of the Government determining to grant them public aid, is prepared to consent to the necessary arrangements on equitable terms, to be settled by arbitration, or by the Lieutenant-Governor in Council, relating to running powers to, or traffic arrangements with, any other company in the same vicinity that may be applying for public aid.

With regard to the enquiry as to whether the company has set aside sufficient land at the stations for piling and storage of cordwood free of charge, I have to inform you that at all the stations of the line, there is land provided for piling and storage of a reasonable amount of cordwood, and that no charge is made for the same by the company.

I have the honour to be,
Sir,
Your obedient servant,

John Gordon,
President.

To the Hon. the Provincial Secretary of Ontario.

(Copy.)

Offices of Toronto, Grey and Bruce Railway.

16th February, 1872.

The Hon. Peter Gow,
Provincial Secretary,

Sir,—In further explanation of the position of the affairs of the company, I desire to call your attention particularly to the facts connected with its application for aid from the Government.

Referring to Schedule No. 2, attached to petition of August last, the item $15,000 (Luther bonus), which on compromise we expected to get, has now become problematical, as the Council of Luther have filed a bill in Chancery to obtain the debentures from the Provincial Treasurer, and in such bill utterly repudiate that they are in any wise liable for any part of their bonus. If they are successful in this, it will make a difference in the financial strength of the company of $30,000 less than is shown in the Schedule referred to, viz., $15,000 bonus and $15,000 bonds to be issued thereon. And the expenses of the company have been increased upon this section by the necessity found for additional rolling stock which has led to be provided at an expenditure of $20,000.

Referring to the Schedule No. 3, attached to the petition above mentioned, in which the estimated cost to complete the works from Orangeville to Owen Sound was placed as $1,088,000. This was based upon the then price of iron and railway material ; since the date of the petition, these prices have, as you are aware, increased to an extent which could not have been foreseen, and in the items of fastenings and rolling stock alone there will be, as can be shown by our contracts, an increased cost to the company of $20,000.

I had, while in England last July, consultations with several manufacturers having regard to the supply of rails for the Grey extension, and having explained to them the financial position of the company, based upon the assumption of a grant from the Government of $3,000 per mile from Orangeville to Owen Sound, and $2,000 per mile from Orangeville to Mount Forest, and upon explaining to them that the company would then be in a position to place a credit to meet the payments immediately on the manufacturers requiring the same, I succeeded in making an arrangement with a firm to supply 5,000 tons of rails at £7 10s. 0d. sterling, which price has been increased to the unparalleled price of £11 10s. 0d. sterling, making a difference in round numbers of $100,000 to the company, in case the company, through failing to receive the Government bonus to the amount stated, were unable to meet their engagements.

Referring to my letter of the 18th January as to the elevators and works at Owen Sound, I have to say that these works will add to the cost of the road $75,000.

These additional items, together with the loss of the Luther bonus, make up a total extra amounting to $145,000 to be raised by the company above that shewn by the petition, and in case the company fail, from the reasons before stated, to provide the necessary credit for the rails, a further loss of $100,000 will be sustained by them.

In conclusion, I may add that the directors will be glad to meet the members of the Government at any time, and give any explanation or further information which they may consider can be more readily afforded by means of a personal interview.

I have the honour to be, Sir,
Your obedient servant,

JOHN GORDON,
President.

(Copy).

TORONTO, GREY AND BRUCE RAILWAY.
PRESIDENT'S OFFICE,
TORONTO, February 17th, 1871.

To the Honourable
The Provincial Secretary of Ontario.

SIR,—I have the honour to enclose you a letter which I have just received from Thomas Scott, Esquire, M.P.P., on the subject of the Government grant to the Toronto, Grey and Bruce Railway Company, with the request that the same be submitted for the consideration of His Excellency's Council.

Your obedient servant,

(Signed) JOHN GORDON,
President.

(Copy).

HOUSE OF ASSEMBLY,
TORONTO, 16th February, 1872.

John Gordon, Esq.,
President T. G. and B. Railway,
Toronto.

MY DEAR SIR,—When I met with the Board of the Directors of the Toronto, Grey and Bruce Railway in August last, to wait on the late Honourable Attorney-General respecting a bonus for that railway, after some discussion, the Attorney-General and another member of the Ministry who was present, decided that the line from Orangeville to Owen Sound was justly entitled, and should be aided to the extent of three thousand dollars per mile.

There was considerable discussion with regard to other portions of the road, but with the exception of this portion, there was no definite action taken or arrived at.

I fully understood at that time that an Order in Council would be passed recommending His Excellency the Lieutenant Governor to sanction the rate per mile for that portion of the road, viz., from Orangeville to Owen Sound, of $3,000 per mile.

In cases of this kind, where a pledge was distinctly given by the late Government, I have not the least doubt (when it is strictly within the meaning of the Act) this Government will fully carry out.

I write you this letter, as the question of these subsidies will soon arise; and being deeply interested in the section of country through which this line will run, and knowing the work would not have been undertaken without the company getting aid from the Government, as I said previously, there is no doubt the pledge given in August last will be honourably carried out.

I am, my dear Sir,
Yours faithfully,
(Signed) THOMAS SCOTT.

(Copy).

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 19th February, 1872.

SIR,—With further reference to the application of the Toronto, Grey and Bruce Railway Company for aid, under the Railway Act, I have the honour to request you to furnish the following information, viz.: a statement of the details of your bonuses, with the interest and discount accounts relating to them; of the details of the proceeds of the company's bonds already sold, with the dates of the sales; also, of the distance from Mount Forest to Hariston, and from Wingham to Teeswater.

You will be good enough to furnish an answer, if possible, to-day.

I have the honour to be,
Sir,
Your obedient servant,
PETER GOW,
Secretary.

W. Sutherland Taylor, Esq.,
Secretary Toronto, Grey and Bruce R. Co.,
Toronto.

(Copy).

THE TORONTO, GREY AND BRUCE RAILWAY.
SECRETARY AND TREASURER'S OFFICE,
TORONTO, February 19th, 1872.

To the Honourable
The Provincial Secretary of Ontario.

SIR,—In conformity with your request contained in your letter of this date (No. 1218) I now beg to hand you :—

1st. Statement of the details of the Bonuses with the interest and discount account relating to them.

2nd. Statement of the details of the proceeds of the Company's Bonds already sold, with dates of sales.

3rd. Statement of distances from Mount Forest to Harriston and from Wingham to Teeswater.

I am, Sir,
Your obedient servant,
W. SUTHERLAND TAYLOR,
Sec.-Treas.

TORONTO, GREY AND BRUCE RAILWAY.

Statement of Debentures Sold.

	Debentures.	Rate.	Interest.	Proceeds.	Totals.
	$ cts.	Per Cent.	$ cts.	$ cts.	$ cts.
Albion	38,000 00	94		35,720 00	
Interest			574 67		
Albion	2,000 00	94½		1,890 00	
Interest			30 24		
	40,000 00				38,214 91
Caledon	45,000 00	94		42,300 00	
Interest			688 09		
	45,000 00				42,988 09
Mono	45,000 00			42,300 00	
Interest			229 27		
	45,000 00				42,529 27
Amaranth	13,000 00	92		11,950 00	
Interest			376 10		
Amaranth	17,000 00	91		15,470 00	
Interest			187 22		
	30,000 00				27,983 32
Arthur	24,000 00	93½, less 13 disc.		22,389 76	
Do.	11,000 00	93½		10,285 00	
	35,000 00				32,674 76
Orangeville	500 00	91		455 00	
Interest			12 50		
Orangeville	14,500 00	89½		12,977 50	
Interest			449 29		
	15,000 00				13,894 29
Mount Forest	20,000 00	90		18,000 00	
Interest			53 02		
	20,000 00				18,053 02
City of Toronto	3,400 00	91½	33 52	3,111 00	
Do.	50,200 00	91	485 27	45,682 00	
Do.	33,400 00	90½	548 29	30,227 00	
Do.	163,000 00	88½	4,179 83	144,255 00	
	250,000 00				228,521 91
Total	480,000 00				
Bank Interest				8,206 32	
Less Expenses of Trust Fund				6,000 00	
				2,206 32	
Accrued Interest				3,000 00	
Total					5,206 32
					450,065 89

STATEMENT of the details of the proceeds of the Toronto, Grey and Bruce Railway Bonds sold, with the dates of the sales.

Date of Sale.	Face value of Bonds. Sterling.	Face value of Bonds. Currency.	Rate sold at.	Proceeds.
1870.	£ s. d.	$ cts.		$ cts.
November 30th		37,000 00	Par.	37,000 00
December 21st		215,000 00	85c	182,750 00
1871.				
January 5th		1,300 00	Par.	1,300 00
June 20th		2,500 00	90c	2,250 00
" 28th		500 00	90c	450 00
July 14th		200 00	90c	180 00
" 18th		75,000 00	85c	63,750 00
" 19th	66,300. 0. 0. or	say 322,660 00	87½ charges, commission, and stamps.	285,500 00
" 22nd		2,000 00	90c	1,800 00
" "		5,200 00	85c	4,420 00
" 24th		4,000 00	90c	3,600 00
" 31st		1,300 00	90c	1,170 00
		666,660 00		584,170 00

STATEMENT OF THE DISTANCE FROM MOUNT FOREST TO HARRISTON, AND FROM WINGHAM TO TEESWATER.

Mount Forest to Harriston	9	miles.
Harriston to Wingham	22	"
Wingham to Teeswater	7	"
	38	

Return to an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying that he will cause to be laid before the House, a Return of the names and residences of the members of the Senate of the University of *Toronto* during the years 1867, 1868, 1869, 1870, and 1871, respectively, of the number of the meetings of the said Senate called and actually held during the said years respectively, and of the number of the said meetings in each of the years aforenamed, at which each of the members of the said Senate respectively attended. (*Not Printed.*)

Copies of all applications by the *Long Point* Company for a confirmatory Patent, or to purchase, lease or otherwise to acquire certain lands or marshes outside of *Long Point*, northerly of Blocks Nos. 15 and 16, on *Long Point:* with copies of all letters and correspondence between the said Company and the Government relative thereto. (*Not Printed.*)

PAPERS

Respecting the "Merrickville and Westport Railway Company's" application for aid. Presented to the Legislative Assembly by command of His Excellency the Lieutenant-Governor.

Toronto, 13th February, 1872.

SCHEDULE OF CORRESPONDENCE AND PAPERS.

A—Letter of H. Merrick .....February 5th, 1872.
B—Petition for aid .....
C—Letter from Provincial Secretary to H. Merrick.....February 12th, 1872.

(Copy.) "A."

Legislative Assembly,
Toronto, February 5th, 1872.

Hon. P. Gow,
Provincial Secretary.

Dear Sir,—Enclosed, please find a petition from the Board of Directors of the Merrickville and Westport Railway Company, praying for aid to said railway. I beg to inform you that the late Attorney-General, the Honourable J. S. Macdonald, stated to me that said railway would be entitled to aid, and would receive the same upon complying with the provisions of said Railway Aid Fund Act. I have a letter from the late Attorney-General, setting forth the above facts, which I shall be happy to furnish upon returning home. Trusting said petition may receive your favourable consideration,

I have the honour to be,
Sir,
Your most obedient servant,
H. Merrick.

"B."

To His Excellency the Lieutenant-Governor and the Honourable the Executive Council of the Province of Ontario.

The undersigned, by order of the Board of Directors of "The Merrickville and Westport Railway Company," humbly pray for aid to said railway under the provisions of the "Railway Fund Act of 1871," such aid to be at the rate of dollars per mile, payable in four instalments as follows.—The first instalment to be due and payable on the completion of said railway to the Village of Irish Creek; the second instalment to be due and payable on the completion of said railway to the town line between the Townships of Kitley and Crosby; the third instalment to be due and payable on completion of the said railway to

the Village of Newboro'; the fourth instalment to be due and payable on completion of said railway to the Village of Westport.

SAMUEL JAKES,
Chairman, Provisional Directors,
H. B. MERRICK,
Secretary.

Merrickville,
1st February, 1872.

"C."

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 12th February, 1872.

SIR,—I have the honour to acknowledge the receipt of your letter of the 5th instant, enclosing the petition of the "Merrickville and Westport Railway Company," for aid under the Railway Act, and to call your attention to the fact that the Company must furnish further information as to the ground upon which aid is asked, by such an exhibition of its financial position as will enable the Government to judge whether there is reasonable assurance that the road can be built. It is also necessary that the road be surveyed, and that a profile and plans, with estimates of costs based thereon, and a certified copy of the stock list of the Company, with evidence of the good faith and financial ability of the stockholders be submitted for the consideration of the Government.

You will be good enough to transmit, as early as possible, the letter from the late Premier referred to in your communication.

I have the honour to be,
Sir,
Your obedient servant,
PETER GOW,
Secretary.

H. Merrick, Esq., M.P.P.

RETURN

To an Address to His Excellency the Lieutenant-Governor, praying that he will cause to be laid before the House, Papers respecting the "Norfolk Railway Company's application for aid."

By command,

PETER GOW,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 7th February, 1872.

THE NORFOLK RAILWAY COMPANY.

SCHEDULE OF CORRESPONDENCE AND PAPERS.

8th February, 1872.....A. Petition from Company for aid.
12th " " .....B. Letter from Provincial Secretary to President of the Company.

"A."

To His Excellency the Lieutenant-Governor of the Province of Ontario in Council:

The Petition of the Norfolk Railway Company

HUMBLY SHEWETH:

1. The Norfolk Railway Company was incorporated, by 32 Victoria, Chapter 58, to construct and work a Railway from Port Dover to some point on the Great Western Railway.

2. Subsequent to the incorporation of the Norfolk Railway Company, the Great Western Railway Company, in consideration of a bonus of $75,000 given to it by the Town of Brantford, has constructed and is now working a line of railway from its main line at the point of intersection of the Galt, Preston and Guelph Branch at Harrisburgh to the Town of Brantford, covering a portion of the line of railway contemplated to be constructed by the Act incorporating the Norfolk Railway Company.

3. The Norfolk Railway Company is desirous of continuing the said railway from Brantford to Port Dover, or some other point on the shores of Lake Erie, and thereby forming the only continuous and unbroken line of railway between Lake Huron on the north and Lake Erie on the southern boundary of this Province, being, in fact, a railway leading to the northern lakes and inland waters, and cutting at right angles, and intersecting and subsidiary to the great and leading lines of thoroughfare running easterly and westerly through this Province.

4. The length of the proposed railway will be about forty miles.

5. A glance at the map will disclose to the observer that the proposed line of railway, taken in connection with the Galt, Preston and Guelph, and the Wellington, Grey and Bruce, will intersect the Grand Trunk Railway at Guelph, the Great Western at Harrisburgh, the Buffalo and Lake Huron at Brantford, the Southern Railway at or near Waterford, and the Canada Air Line at or near Simcoe; connecting these great arteries of transportation with Lake Erie on the south, and Southampton and Kincardine, on the shores of Lake Huron, on the north.

6. The necessity for railway facilities for passenger travel, and the transportation of the products of the farm and of the forest in the rich and fertile region lying between Brantford and Lake Erie, has long been felt to be imperative; the leading lines of railway now in course of construction in the southern part of this Province, while affording accommodation for transit between the Great West and the commercial emporiums on the Atlantic seaboard, will be of little practical advantage in enabling the farmer, the merchant and the manufacturer to reach the chief business marts lying to the north and eastward in the Dominion of Canada, whither the produce of the soil must seek a market, and whence must be obtained the supplies of the merchant and manufacturer.

7. The Norfolk Railway Company has been duly organized, and has made arrangements by which, with the aid it hopes to obtain under the Railway Aid Act, it will be enabled to complete its line of railway from Brantford to Lake Erie within a reasonably short space of time.

8. On its subscribed stock $10,000 has been already paid.

9. The Company has caused a thorough survey to be made of the said line of railway by George Lowe Reid, Esquire.

10. The length of the said railway, as has been stated, is forty miles; its cost will be $16,000 per mile, involving on its completion an outlay on capital account of $640,000, which is to be provided as follows:—

Bonuses from municipalities	$150,000
Great Western Railway, which will complete and work the railway on being paid a bonus of $6,000 per mile	400,000
Private stock	10,000
Government aid at the rate of $2,000 per mile	80,000
	$640,000

The Norfolk Railway Company submits that the proposed railway comes within the provisions of the "Act in aid of Railways."

The Norfolk Railway Company therefore prays that your Excellency in Council will be pleased to take into favourable consideration the undertaking in which it is engaged, and will grant to it the aid provided for such enterprises in the said Act, entitled, "An Act in aid of Railways."

And the petitioner, as in duty bound, will ever pray, &c.

Dated at Brantford, this
8th day of February, 1872.

(Signed), W. MATHEWS, [L.S.]
President.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 12th February, 1872.

SIR,—With reference to the petition of the "Norfolk Railway Company" for aid under the Railway Act, I have the honour to call your attention to the fact, that before the Government can further consider their application, the following information must be furnished, viz.: A copy of the stock list, with evidence of the good faith of the stockholders, and their ability to pay any unpaid shares; a plan of the road from instrumental

survey ; estimates of the cost, based upon such survey ; evidences of the bonuses from municipalities having been obtained ; and also evidence of the Company's agreement with the Great Western Railway.

I have to add that the Government expresses no opinion at present as to whether or not the Company's application comes under the provisions of the Railway Act.

I have the honour to be,
Sir,
Your obedient servant,

PETER GOW,
Secretary.

W. Matthews, Esquire,
President Norfolk Railway.

PAPERS

In connection with the "Bowmanville, Lindsay and Bobcaygeon Railway Company's" application for aid. Presented to the Legislative Assembly by Command of His Excellency the Lieutenant-Governor.

Toronto, February 5th, 1872.

SCHEDULE OF CORRESPONDENCE AND PAPERS.

13th February, 1872..A. letter from John McLeod to Provincial Secretary with Memorial
14th " " ..B. Letter from Provincial Secretary to Mr. McLeod.

"A."

(Copy.)

Legislative Assembly,
Toronto, Feb. 13th, 1872.

Honorable Mr. Gow,
Provincial Secretary, Toronto.

Dear Sir,—I have the honour to hand you herewith a Memorial from the Honorable J. Simpson, M. Boyd, George Kempt, M. P., and the Mayor, Reeves and Deputy Reeves of the Town of Bowmanville, Townships of Darlington, Cartwright and Manvers, in the County of Durham, and Township of Verulam, in the County of Victoria, and Harvey, in the County of Peterborough, praying His Excellency the Lieutenant-Governor in Council for aid to the Bowmanville, Lindsay and Bobcaygeon Railway Company on its incorporation, under the provisions of the Act passed the 4th Session of the 1st Parliament of the Province of Ontario, intituled "An Act in aid of Railways."

I am, dear sir,
Your obedient servant,
(Signed) John McLeod.

To His Excellency the Lieutenant-Governor and the Executive Council of the Province of Ontario:

The Petition of the undersigned inhabitants of the Counties of Durham and Victoria humbly sheweth:—

That it has become desirable for the development of the resources of certain portions of the said Counties, and for the public convenience and the accommodation of the inhabitants of said Counties that a Railway should be built from the waters of Lake Ontario, in the Town of Bowmanville, in the said County of Durham, through or near the Townships of Darlington, Clarke, Cartwright and Manvers, in the said County of Durham, and the Township of Ops, Town of Lindsay, and the Townships of Emily and Verulam, in the County of Victoria, in the Village of Bobcaygeon, on the waters of the River Trent; and

thence to some point that may be selected in the Free Grant Lands, and the lands of the Canadian Land and Emigration Company, with a branch from some point on the said line of Railway through the Township of Fenelon and thence throu. h the Counties of Victoria, Simcoe and Ontario to some point on the waters of the Georgian Bay.

Your Memorialists believe that the construction of the said Railway will be attended by the following amongst other public advantages.

It will materially aid in the settlement of the Free Grant Lands and unsettled portions to which it will extend, and through which it will pass, and tend to increase the population and wealth of the now thinly settled district through which a portion of the said Railway will pass.

That its construction will greatly assist in developing the large mineral resources shewn by geographical surveys to exist in the neighbourhood of the proposed route.

Rich mines of lead have been opened near the said route and abandoned, owing to the distance and difficulties of transportation of ore to a point for shipment, which distance and difficulties would be greatly shortened and obviated by the construction of said Railway.

The Railway, if built, will make valuable immense quantities of hardwood timber for fuel and manufacturing purposes, which at present are destroyed by the settlers in clearing their lands.

The said road would afford the shortest and most direct route for the marketing of all the hewed and sawed fine timber which is annually cut and manufactured on the large extent of country drained by the waters of the Gull and Burnt River.

The Southern terminus of the said Railway being at Port Darlington Harbour, one of the largest, most commodious and easy of access on the North Shore of Lake Ontario, and one which will afford ample accommodation for the large traffic which the construction of the Railway would command, and the proposed Northern terminus of the the road being near the head of the waters of the River Trent.

Your Memorialists believe that the construction of the said road will be largely aided by the various municipalities along and through which it will pass, by the granting of bonuses and otherwise.

Your Memorialists humbly submit that the said Railway, when constructed, will lead through and to sections of the country remote from existing thoroughfares, and will pass through thinly settled tracts, and into the Free Grant Territories as well as lead to and across the inland waters of Central Ontario, and is therefore such a Railway as comes within the spirit and letter of the Act passed in the Fourth Session of the First Parliament of the Province of Ontario, entitled "An Act in Aid of Railways."

Your Memorialists therefor pray that your Excellency in Council will be graciously pleased on the incorporation of a Company for the construction of the said Railway, and when the said Company shall have furnished proof to the satisfaction of your Excellency in Council in the matters and things required by the third section of the said Act to authorize the payment to the said Company out of the Railway Fund, of such sum as to your Excellency in Council shall seem meet, in aid of the said Railway.

And your Memorialists as in duty bound will ever pray, &c.

(Here follow sixteen s gnatures.)

"B."

(Copy.)

Provincial Secretary's Office,
Toronto, 14th February, 1872.

Sir,—I have the honour to acknowledge the receipt of your letter of the 13th instant, transmitting a memorial from the Honourable John Simpson and others, praying for aid to the "Bowmanville, Lindsay and Bobcaygeon Railway Company" under the Railway Act, and in reply to inform you that until the Company has been incorporated, and addi-

tional information received, it will be impossible for the Government to consider their application: further, that on the presentation of the Petition from the Company itself, certain requisitions will be made as in the case of other Companies seeking similar aid.

I have the honour to be, sir,
Your obed't servant,

(Signed), PETER GOW,
Secretary.

JOHN MCLEOD, Esq., M.P.P.,
Legislative Assembly.

PAPERS

Respecting the Toronto and Nipissing Railway Company's application for aid. Presented to the Legislative Assembly by Command of His Excellency the Lieutenant-Governor.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 16th February, 1872.

TORONTO AND NIPISSING RAILWAY COMPANY, SCHEDULE OF CORRESPONDENCE AND PAPERS.

13th January, 1871...A. Letter of J. Graham, Secretary, to Attorney-General Macdonald.
16th October, 1871...B. Letter of J. Graham, Secretary of Company, to Provincial Secretary, with
C. Petition for aid with Schedules.
1. List of Shareholders.
2. Ability of Company to build road.
3. Estimated cost.
4. Dates of several contracts.
29th December, 1871..D. Letter of Provincial Secretary to Company.
12th January, 1872...Reply to above.
1. Statement of contract.
2. List of shareholders.
3. Estimated cost.
4. Financial basis.
15th January, 1872...F. Correspondence between Government and Hon. J. S. Macdonald.
17th January, 1872...G Letter of Jas. Graham, to Provincial Secretary.
17th January, 1872...H. Letter of Assistant-Secretary Patteson to James Graham
1. Letter of Hon. J. H. Cameron to Jno. Leys.
2. Special case, McRae v. T. & N. Railway Co.
3. Statement of bonds.
4. Additional cost of rolling stock.
5. Certificate of President.
6. Letter of Mr. Graham enclosing letter to Hon. E. Blake.
7. Contracts for grading, ties and fencing.
30th January, 1872...J. Letter from Provincial Secretary to Secretary of Company.
31st January, 1872...K. Letter from Secretary of Company to Provincial Secretary, with sketch.
L. Sketch.
10th February, 1872...M. Mr. Maybee's Report.
12th February, 1872...N. Resolution of Toronto City Council having reference to room at stations for cordwood.
12th February, 1872...O. Letter from Provincial Secretary in reference to resolution.
13th February, 1872...P. Reply to the above.
14th February, 1872...Q. Further reply to the above.
...R. Printed circular.

"A"

(Copy.)

TORONTO AND NIPISSING RAILWAY,
SECRETARY'S OFFICE,
TORONTO, 13th January, 1871.

SIR,—The directors of this company, at a board meeting, held here this week, appointed a committee of their number to wait upon you and the other members of the Executive Government, to ascertain your views as to the aid expected to be granted to this company by the Government towards the building of this railroad through the Free Grant Country leading to Lake Nipissing.

Please to let me know when it will be convenient to have the meeting. If Monday or Tuesday would suit your arrangements, please to advise me, naming the hour that the committee may be in attendance.

I have the honour to be, Sir,
Your most obedient servant,
JAMES GRAHAM,
Secretary.

To the Honourable John S. Macdonald,
Attorney-General, &c., &c.,
Parliament Buildings, Toronto.

"B"

(Copy.)

TORONTO AND NIPISSING RAILWAY,
SECRETARY'S OFFICE,
TORONTO, October 16th, 1871.

SIR,—I beg to enclose you herewith a petition by the Toronto and Nipissing Railway Company, praying for aid to the building of this railway by the Government, to the extent of $2,000 per mile from Uxbridge to the intersection with the Midland Railway, being 24 miles, and of $4,000 per mile from that point to Coboconk, a distance of 22 miles.

I am instructed, if required by you, to produce the stock books, and other books of the company having reference to the Schedules attached to the petition.

I have the honour to be, Sir,
Your most obedient servant,
JAMES GRAHAM,
Secretary and Treasurer.

To the Honourable Stephen Richards, of Ontario,
Provincial Secretary.

"C"

(Copy.)

To the Honourable William Pearce Howland, C. B., Lieutenant-Governor of the Province of Ontario, in Council assembled.

The petition of the Toronto and Nipissing Railway Company,

HUMBLY SHEWETH,

That your petitioners have been incorporated as a railway company by Act of the Province of Ontario, passed in the thirty-first year of Her Majesty's reign, chapter forty-one, and the several amendments thereof.

That the line of the railway of your petitioners is from Toronto to Coboconk.

That in the prosecution of the work of your company, the following progress has been made:—

First, From Scarboro' Junction to Uxbridge, a distance of thirty-two miles, the whole of the line is completed and open for traffic, the telegraph, station buildings and everything necessary therefor finished, and rolling stock placed on the road.

Secondly, From Uxbridge to Coboconk, a distance of forty-six miles, the track is laid as far as Sunderland, twelve miles, ballasting has been completed on five miles, and the work is still going on. The railway will be ready for the rolling stock as far as Cannington, a distance of eighteen miles, by the first of November, and the whole road will be graded as far as Coboconk, this autumn. Should the weather be favourable for the operations of the company, the road will be ready for the rolling stock to the point of intersection with the Midland Railway in the Township of Eldon, a distance of twenty-four miles from Uxbridge, by the beginning of December.

The stations between Uxbridge and Coboconk are all in progress, and will be finished this autumn, with the exception of the station at Coboconk.

The Toronto and Nipissing Railway will, when constructed, open up a territory which is mainly the property of the Crown, and will not only facilitate the means of settlement, but will largely and rapidly enhance the value of every acre of the Crown Lands, and be the means thereby of repaying to the Provincial Exchequer whatever aid may be granted by the Government towards the completion of the road.

This company has a further claim to the consideration of the Executive, as having been the first company to introduce the system of the narrow gauge which has already been found to be so eminently adapted to the country.

In view of all these circumstances, and the position and prospects of the company as set forth in the schedules 1, 2, 3 and 4, submitted herewith, the company humbly pray, that your Excellency in Council will be pleased to order that, on the completion of their railway, they shall be entitled to aid from the Government to the extent of two thousand dollars per mile from Uxbridge to the intersection with the Midland Railway, and of four thousand dollars a mile from that point to Coboconk, a distance of twenty-two miles.

And your petitioners will ever pray,

JOHN SHEDDEN,
President.

[L.S.]

JAMES GRAHAM,
Secretary-Treasurer.

Toronto, 14th October, 1871.

Toronto and Nipissing Railway Company.

(Copy.)

SCHEDULE No. 1.

TORONTO AND NIPISSING RAILWAY.

List of stockholders with the number of shares held.

Agreements for subscriptions to the capital stock of the Toronto and Nipissing Railway Company, Toronto.

We, the several persons, firms and corporations, whose names and seals are hereunto subscribed, severally and respectively, agree to and with the Toronto and Nipissing Railway Company, and bind ourselves, our respective executors, administrators and successors and assigns, to become holders of the capital stock of the Toronto and Nipissing Railway Company for the number of shares of one hundred dollars each and amounts set opposite our respective names; and upon the allotment by the said company of my or our said respective shares we severally and respectively agree to pay to the said company ten per centum on the amount of said shares respectively, and to pay all future calls that may be made on the said shares respectively.

Provided always that no call shall be made until thirty days shall have elapsed from the time that a previous call was made payable, and no call shall exceed ten per centum of the amount subscribed.

NAME.	No. of Shares.	Amount.	Residence.
		$ cts.	
Gooderham & Worts	100	10,000 00	Toronto.
James G. Worts	50	5,000 00	do
A. R. McMaster & Bro.	50	5,000 00	do
John Shedden	50	5,000 00	do
John Gordon and Donald McKay	50	5,000 00	do
Thomas C. Chisholm	50	5,000 00	do
Wm. Hamilton & Son	50	5,000 00	do
Robert Walker & Sons	50	5,000 00	do
Robert W. Elliott	25	2,500 00	do
Thomas C. Chisholm	10	1,000 00	do
Neil Currie	10	1,000 00	do
William F. McMaster	10	1,000 00	do
James Campbell	10	1,000 00	do
John McMurray	10	1,000 00	do
W. Matthews	10	1,000 00	do
H. H. Wright	10	1,000 00	do
W. D Matthews & Co	10	1,000 00	King.
Robert Henry	10	1,000 00	Toronto.
W. Copeland	10	1,000 00	do
Adam, Stevenson & Co	10	1,000 00	do
William Moulds	20	2,000 00	do
Henderson & Bostwick	20	2,000 00	do
Lynan & MacNab	20	2,000 00	do
M. Staunton	20	2,000 00	do
W. P. Howland	20	2,000 00	do
John Taylor & Bros.	20	2,000 00	do
J. & J. Taylor	20	2,000 00	do
Dickey, Neil & Co	20	2,000 00	do
J. C. Fitch	20	2,000 00	do
Rice Lewis & Son	25	2,500 00	do
George Brown	20	2,000 00	do
E. Leadley	20	2,000 00	do
W. B. Hamilton	20	2,000 00	do
Alexander Manning	10	1,000 00	Stouffville.
Edward Wheeler	1	100 00	do
George Flint	3	300 00	do
Wellington Lloyd	15	1,500 00	Toronto.
John Leys	10	1,000 00	do
James E. Ellis	10	1,000 00	do
George Laidlaw	10	1,000 00	do
James E. Smith	10	1,000 00	do
John Boyd & Co	10	1,000 00	do
Thomas Dick	10	1,000 00	do
M. C. Cameron	10	1,000 00	Stouffville.
Edward Wheeler	10	1,000 00	Toronto.
Thomas Burns	10	1,000 00	do
Gardner & Ramsay	10	1,000 00	do
Frank Smith & Co	10	1,000 00	do
John Ginty	10	1,000 00	do
Alex. T. Fulton	10	1,000 00	do
O'Keefe & Co	10	1,000 00	do
Booth & Son	10	1,000 00	do
R. Dunbar	10	1,000 00	do
Hugh Miller	10	1,000 00	do
John Ritchie	10	1,000 00	do
John Ritchie, junr	10	1,000 00	do
A. Predge & Co	10	1,000 00	do
John Hallam	10	1,000 00	do
William Paterson	10	1,000 00	do
P. Paterson & Son	10	1,000 00	do
John Clements	10	1,000 00	do
William Strachan	10	1,000 00	do
G. & J. W. Cox & Co.	10	1,000 00	do
W. & R. Griffith	10	1,000 00	do
James Britton	10	1,000 00	do
W. C. Chewitt & Co	10	1,000 00	do
Joseph McCausland	10	1,000 00	do
B. H. Dixon	10	1,000 00	do
H. E. M. Boulton, per W. H. Boulton	1	100 00	do
H. Q. St. George, per do	10	1,000 00	do
J. B. McLennan, per do			
S. A. Oliver			

NAME.	No. of Shares.	Amount.	Residence.
		$ cts.	
Dickey Neil, & Co	10	1,000 00	Toronto.
W. W. Colwell, per H. C.	10	1,000 00	do
John B. Smith	10	1,000 00	do
John Boulton	10	1,000 00	do
William Ramsay & Co.	10	1,000 00	do
John Fiskin	5	500 00	do
Dodgson, Shields & Co	5	500 00	do
H. Pecorith Brumell	5	500 00	do
Jas. Bruce Sorley, in trust	5	500 00	do
Thomas McCrosson, & Co	5	500 00	do
R. A. Hoskins	5	500 00	do
James Burns	4	400 00	do
Brown Bros	5	500 00	do
John Kay	5	500 00	do
G. P. Shears	5	500 00	do
William Arthurs	5	500 00	do
W. Hewitt & Co	5	500 00	do
Dodgson, Shields & Co	5	500 00	do
William P. Marston	5	500 00	do
William H. Dow	5	500 00	do
James Paterson	5	500 00	do
William H. Howland	5	500 00	do
Pellatt & Osler	5	500 00	do
Peters & Donald	6	600 00	do
Andrew Rutherford	6	600 00	do
Henry Graham	5	500 00	do
James Myles	5	500 00	do
James Stock	5	500 00	do
Charles Robertson	5	500 00	do
James Adamson	5	500 00	do
B. Burns	5	500 00	do
W. J. Shaw	5	500 00	do
John Robertson & Son	5	500 00	do
J. Shanklin	5	500 00	do
J. Sanrin McMurray	5	500 00	do
John J. Vickers	10	1,000 00	do
John A. Sangster	10	1,000 00	Stouffville.
Michael Chapman	2	200 00	Goodwood.
George H. Silvester	2	200 00	Ringwood.
Joel Baker	2	200 00	Lemonville.
Ludwig Lehman	1	100 00	Ringwood.
Christian Lehman	1	100 00	do
Robert Jaffray	3	300 00	Toronto
J. W. Drummond	3	300 00	do
Neil Johnson	2	200 00	do
W. T. Mason	3	300 00	do
John Grassick	3	300 00	do
J. G. Joseph & Co.	3	300 00	do
Charles Potter	2	200 00	do
William Dodgson	3	300 00	do
Thomas Best	2	200 00	do
Davidson, McVittie & Co.	2	200 00	do
William Pyper	3	300 00	do
James G. Moylan	3	300 00	do
C. J. Whitehouse	3	300 00	do
John Terry	3	300 00	do
Thomas C. Scott	3	300 00	do
James Thornburn	4	400 00	do
A. T. McCord	1	100 00	do
R. Arnold	1	100 00	do
Joseph Gearing	1	100 00	do
Archibald Taylor	2	200 00	do
J. H. Mason	2	200 00	do
Newberry Button	2	200 00	Ringwood.
James M. Patterson	1	100 00	Bloomington.
David Baker	2	200 00	Ballantrae.
Samuel W. Lehman	2	200 00	Ringwood.
P. M. Clark	2	200 00	Toronto.
Thomas Mulholland	2	200 00	Yorkville.
Richard Watson	2	200 00	Toronto.
James Park	2	200 00	do
Walter S. Lee	2	200 00	do

NAME.	No. of Shares.	Amount.	Residence.
		$ cts.	
James Graham, in trust for Anne Cherry	1	100 00	Toronto.
James Graham	1	100 00	do
Joseph F. Pannell	1	100 00	do
Noah L. Piper & Son	3	300 00	do
Thomas Hornibrook	1	100 00	do
R. C. Lloyd	2	200 00	Stouffville.
G. Urquhart	1	100 00	do
William H. Allen	1	100 00	do
John Scott	1	100 00	do
A. Barker	10	1,000 00	Markham.
Spight & Sons	5	500 00	do
John Reesor	2	200 00	do
Jesse G. Reesor	1	100 00	do
W. M. Button	4	400 00	do
James Robinson	2	200 00	do
Norman Milliken	4	400 00	do
Christian Reesor	5	500 00	do
Levi Jones	1	100 00	do
Wm. Flumerfelt	1	100 00	do
Jacob Rayner	1	100 00	do
Henry R. Corson	1	100 00	do
G. T. Bainbridge	1	100 00	do
Wm. Amstrong	1	100 00	do
George Graham	1	100 00	do
M. M. McKinnon	1	100 00	do
Thomas Dougall	1	100 00	Stouffville.
A. V. Busick	1	100 00	do
Edward White	1	100 00	do
Frederick Chin	1	100 00	do
Joseph Gould	50	5,000 00	Uxbridge.
George Wheeler	10	1,000 00	do
A. T. Button	10	1,000 00	do
Ira G. Crosby	5	500 00	do
John Bolster	2	200 00	do
O. O. Wilson	1	100 00	do
Richard Bell	2	200 00	do
Peter Kirls	1	100 00	Stouffville.
Samuel Bell	1	100 00	Uxbridge.
John Thompson	1	100 00	do
William Fralick	1	100 00	do
John A. Madill	1	100 00	Victoria Corners.
William Johnston	1	100 00	Uxbridge.
Joseph Barcomb	1	100 00	do
Wm. J. Annand	2	200 00	do
William Hamilton	2	200 00	do
Andrew Henderson	1	100 00	do
Samuel Parrish	1	100 00	do
J. C. Fawcett	2	200 00	do
J. P. Plank	5	500 00	do
D. McRae	15	1,500 00	Balsover.
Angus McDonald	1	100 00	Lindsay.
Archibald Campbell	1	100 00	Woodville.
Thomas Morrison	1	100 00	do
John Fell	1	100 00	Somerville.
Donald Grant	1	100 00	Woodville.
Hugh D. Lumsden	1	100 00	do
Malcolm Morison	1	100 00	do
William Margach	2	200 00	Lindsay.
John C. Gilchrist	1	100 00	Woodville.
James Armstrong	1	100 00	do
G. F. Marsh	2	200 00	Cannington.
John Ward	5	500 00	do
Ira Chapman	1	100 00	Uxbridge.
Samuel Reesor	2	200 00	Markham.
John Pike	2	200 00	do
James Ross	2	200 00	Toronto.
H. J. Grant	1	100 00	do
E. O. Bickford	5	500 00	do
S. S. Mutton	2	200 00	do
James McBean	5	500 00	do
James Morrison	3	300 00	do
C. Harris	1	100 00	do

NAME.	No. of Shares.	Amount.	Residence.
		$ cts.	
Margach Anderson	1	100 00	Toronto.
Thomas Walkington	5	100 00	do
Wm. Myles	10	1,000 00	do
Robert Wilkes	10	1,000 00	do
James Bennett	1	100 00	do
Dean Scott	2	200 00	do
John Morrison	4	400 00	Woodville.
A. P. Cockburn	1	100 00	Gravenhurst.
Geo. W. Miller	1	100 00	Woodville.
G. Blackbird	2	200 00	Toronto.
Chas. J. Brydges	25	2,500 00	Montreal.
Pellatt & Osler	2	200 00	Toronto.
Robertson & Cook	10	1,000 00	do
John Shedden	50	5,000 00	do
Joseph Gould	28	2,800 00	Uxbridge.
George Laidlaw	40	4,000 00	Toronto.
John Leys	10	1,000 00	do
James E. Smith, in trust	10	1,000 00	do
James E. Ellis	10	1,000 00	do
F. Shanly	10	1,000 00	do
Samuel Boyer	2	200 00	Stouffville.
James G. Worts, in trust	2	200 00	Toronto.
William Cawthra	1	100 00	do
Thomas McCraken, in trust	1	100 00	do
H. Strathy, in trust	1	100 00	do
H. J. Grassett	2	200 00	do
C. Pihl	5	500 00	Norway.
Joseph Gould	22	2,200 00	Uxbridge.

The amount paid on the above list of stock, as at the first day of October, 1871, is $113,870.

JAMES GRAHAM,
Secretary and Treasurer.

SCHEDULE No. 2.

SCARBORO' JUNCTION TO COBOCONK.

Ability of the Company to build the Road.

Estimated cost to complete works		$1,275,852 00
Bonuses realised	$373,994	
Stock already paid up, 60 per cent	113,870	
Stock to be called up, estimated to produce	80,000	
Government Bonus, Uxbridge to crossing of Midland Railway, 24 miles, at $2,000 per mile	48,000	
Government Bonus, crossing of Midland Railway to Coboconk, 22 miles, at $4,000	88.000	
		703,864 00
Bonds on the above	703,864	
Deduct discount, 15 per cent	105,580	
		598,284 00
		$1,302,148 00

SCHEDULE No. 3,

Estimated Cost of The Toronto and Nipissing Railway, between Toronto and Coboconk. Distance 85 miles.

Construction.

Grading, &c., John Ginty & Co.	$87,097	
Ties and Fencing, Edward Wheeler	49,000	
Station Buildings, George Wheeler	19,000	
Ditto, A. T. Button	6,000	
Track-laying, &c., J. Wardrop & Co.	40,000	
Rails and Fastenings	315,000	
Locomotive Expenses, delivering materials	10 000	
Ballasting and Track-laying north of Uxbridge	60,000	
Scarboro' Junction	2,000	
Ties and Fencing, Cowan & Carmichael	40,000	
Grading, Ties, Fencing, &c., D. McRae	115,000	
		$743,097 00

Rolling Stock.

11 Locomotives (2 Fairlies)	104,700	
8 Passenger Cars 132 Box and Cattle Cars 233 Flat Cars	181,300	
		$286,000 00

Engineering, &c.

Engineering	40,000	
Sir C. Fox & Sons	12,000	
Right of Way and Station Grounds	40,000	
Third Rail and Works in Toronto	40,000	
Telegraph	3,000	
Trollies, Switches, and Sidings	5,000	
Preliminary Expenses, &c., &c	18,000	
Office Expenses and Directors' Fees, &c.	8,000	
Trustees and Commissions	4,000	
		$170,000 00
Interest on Bonds sold, and Bank account		16,000 00
Contingencies, 5 per cent		60,755 00
		$1,275,852 00

I, Edmund Wragge, Chief Engineer of the Toronto and Nipissing Railway, hereby certify that the above is a correct statement of the estimated cost of the said Railway from Toronto to Coboconk.

EDMUND WRAGGE,
Chief Engineer.

SCHEDULE No. 4.

UXBRIDGE TO PORTAGE ROAD.

Track-laying and Ballasting	1st September, 1871.
Station Buildings	16th May, 1871.
Purchase of Rails	6th January, 1871,
Fastenings	17th February, 1871.
Locomotives	31st May, 1871.
Rolling Stock (Cars)	20th February, 1871.
Car Wheels	31st January, 1871.

PORTAGE ROAD TO COBOCONK.

Grading, &c.	1st March, 1871.
Track-laying and Ballasting	Not let yet.
Station Buildings	16th May, 1871.
Rails	6th January, 1871.
Fastenings	19th February, 1871.
Locomotives	31st May, 1871.
Rolling Stock (Cars)	20th February, 1871.
Car Wheels	31st January, 1871.

"D."

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, December 29th, 1871.

SIR,—With further reference to the Petition of the Toronto and Nipissing Railroad for aid out of the Railway Fund, I have the honour to apply to you for some additional information. It may be inferred, from papers on the subject, that much of what is wanted to be known, has been communicated orally to the Government; but, at present, no means exist of ascertaining the nature of those communications of which no record appears to have been kept; you will have the goodness, therefore, to state in writing, for His Excellency's information, the substance of any supplementary information heretofore, orally, given to the Government, and to furnish detailed information as to any contracts for construction existing on the 7th December, 1870; also, to give proof of the ability of the stockholders to pay calls and details of bonuses contributed. I have also to ask for an explanation of the financial basis, in respect to each of the divisions for which assistance is claimed, and for the actual cost of construction of these two divisions, and the contract prices wherever contracts have been made.

I have the honour to be,
Sir, your obedient servant,

PETER GOW,
Provincial Secretary.

To James Graham, Esq.,
Secretary and Treasurer, Toronto and Nipissing Railroad.

"E."

TORONTO AND NIPISSING RAILWAY OFFICE,
TORONTO, 12th January, 1872.

SIR,—Referring to your letter dated 29th ult., I have now the honour to submit herewith:—

1st. Certified statement of all contracts for construction, entered into by this company prior to the 7th of December, 1870, on that portion of the road for which aid is claimed from the Government.

2nd. Certified list of the shareholders of the company as appears by the stock books this day.

The financial responsibility of the shareholders to pay up the balance of the stock, is best shown, from seventy per cent. called up of the capital stock amounting to $137,970 00, having payments actually made thereon of $135,950 00. If, however, any further evidence should be required on this point, the undoubted responsibility of the shareholders to pay the balance of thirty per cent. can be certified by a qualified party.

3rd. Certified statement of the estimated cost of works, with a list of all bonuses granted to the company for each section.

4th. The financial basis in respect of the two divisions for which aid is asked from the Government.

I have the honour further to state that it is impossible to give the *actual* cost of construction of the two divisions for which aid is asked, because the works are all being done under contracts by schedule of prices, but the company will, if you desire it, deliver to you for His Excellency's perusal, all the contracts entered into by the company.

I have the honour to be, Sir,
Your obedient servant,
JAMES GRAHAM,
Secretary-Treasurer.

The Honourable Peter Gow,
Provincial Secretary, Parliament Building, Toronto.

(1.)

TORONTO AND NIPISSING RAILWAY.

List of Contracts made prior to 7th December, 1870.

Perry, Cowan & Carmichael.—Fencing and Ties from Uxbridge to Woodville, 4th April, 1870.

Dalgleish & Co.—Fencing and Ties from Woodville to Portage Road, 30th April, 1870.

Duncan McRae.— Grading from Uxbridge to Portage Road, 3rd September, 1870.

EDMUND WRAGGE,
Chief Engineer.

January 13th, 1872.

Copy.

(2.)

TORONTO AND NIPISSING RAILWAY.

LIST OF SHAREHOLDERS—12th January, 1872.

Names.	Residence.	Amount.
		$ cts.
Adamson, James	Toronto	500 00
Allen, W. H.	Stouffville	100 00
Arthurs, W.	Toronto	500 00
Best, Thomas	do	200 00
Bennett, James	do	100 00
Bickford, E. O.	do	500 00
Boulton, John	do	1,000 00
Boulton, Mrs. H. E. M.	do	1,200 00
Boyer, S.	Stouffville	200 00
Brydges, C. J.	Montreal	2,500 00
Britton, James	Toronto	1,000 00
Brown Brothers	do	500 00
Burns, James	do	400 00
Button, Newberry	Ringwood	200 00
Buchan, Lawrence	Toronto	29,200 00
Cameron, Hon. M. C.	do	1,000 00
Campbell, C. J.	do	14,600 00
Cameron, Hon. J. H.	do	1,000 00
Cawthra, W.	do	100 00
Chisholm, T. C.	do	12,600 00
Copland, W.	do	1,000 00
Corson, H. R.	Markham	100 00
Currie, Neil	Toronto	1,000 00
Dickey, Neill & Co.	do	3,000 00
Doel, J.	do	300 00

Names.	Residence.	Amount.
		$ cts.
Dwight, H. P.	Toronto	2,000 00
Ellis, J. E.	do	1,000 00
Elliot, R. W.	do	2,000 00
Fell, John	Somerville	100 00
Fisken, J.	Toronto	500 00
Fumerfelt, W.	Markham	100 00
Fulton, A. T.	Toronto	1,000 00
Fox & Sons. Sir C.	London (England)	1,000 00
Gearing, J.	Toronto	100 00
Gooderham & Worts.	do	8,500 00
Gooderham, George	do	2,000 00
Gould, Joseph	Uxbridge	1,000 00
Gooderham, William, jun.	Toronto	9,800 00
Gordon & McKay	do	4,000 00
Griffith, W. & R.	do	1,000 00
Grassick, J.	do	300 00
Harris, E.	do	100 00
Joseph, J. G. & Co.	do	300 00
Jones, Levi	Markham	100 00
Lee, W. S.	Toronto	100 00
Manning, A.	do	2,000 00
Matthews, W.	do	1,000 00
Matthews & Co., W. D.	do	1,000 00
Mason, J. H.	do	200 00
Margach, W.	Lindsay	200 00
Miller, Hugh	Toronto	1,000 00
Milliken, N.	Markham,	400 00
Morrison, James	Toronto	300 00
Morrison, Thomas	Woodville	100 00
Morison, Malcolm	Lindsay	100 00
Moylan, J. G.	Toronto	300 00
Multon, S. S.	do	200 00
McCraken, T.	do	1,200 00
McDonald, Angus	Lindsay	100 00
McKay, J. M.	Toronto	1,200 00
McDonald, Hugh	do	1,000 00
McMaster & Brother, A. R.	do	5,000 00
Pannell, J. T.	do	100 00
Park, J.	do	200 00
Pellatt & Osler	do	20,800 00
Peters & Donald	do	600 00
Piper & Son, N. L.	do	300 00
Pihl, Carl	Norway	500 00
Ramsay & Co., W.	Toronto	1,000 00
Raymer, Jacob	Markham	100 00
Reesor, John	do	200 00
Reesor, Christian	do	500 00
Ritchie, Jacob	Toronto	1,000 00
Ritchie, J. jun.	do	1,000 00
Robertson, Charles.	do	500 00
Robinson, James	Markham	300 00
Ross, James, M. D.	Toronto	200 00
Scott, T. C.	do	300 00
Shedden, John	do	29,200 00
Smith, J. B.	do	1,000 00
Stock. J.	do	500 00
Strathy, H. S. (in trust,)	do	100 00
Smith, James Frederick	do	2,000 00
Taylor & Brother, J.	do	2,000 00
Taylor, J. & J.	do	2,000 00
Taylor, Captain A.	do	200 00
Vickers, J. J.	do	1,000 00
Wheler, G.	Uxbridge	800 00
Whitehouse, C. J.	Toronto	300 00
White, E.	Stouffville	100 00
Wilkes, R.	Toronto	1,000 00
Worts, J. G.	do	6,000 00
Worts, J. G. (in trust)	do	200 00
		197,100

(Signed) JAMES GRAHAM,
Secretary and Treasurer.

12th January, 1872.

(3.)

TORONTO AND NIPISSING RAILWAY.

Estimated Cost of Works.

Total cost		1,275,852
Deduct cost from Scarboro' Junction to Uxbridge		520,250
Cost of sections for which bonuses are asked		$755,602
Uxbridge to crossing of Midland Railway, distance 24 miles...	395,080	
Midland Railway Crossing to Coboconk, distance 22 miles....	360,522	
		755,602

Bonuses appropriated to that portion of the railway between Scarboro' Junction and Uxbridge:—

Toronto,	$100,000—Cash value	92,036	
Scarboro',	10,000— " "	9,800	
Markham,	30,000— " "	28,300	
Uxbridge,	50,000— " "	47,600	
Scott,	10,000— " "	9,505	
	$200,000	$187,241	
	Interest account	4,900	
			$192,141

32 miles, $6,004 per mile.

Bonuses appropriated to that portion between Uxbridge and Midland Railway Crossing:—

Brock,	$50,000—Cash value	$48,727	
Eldon,	32,000 " "	30,688	
Toronto,	36,000 " "	33,133	
	$118,000	$112,548	
	Interest account	2,920	
			$115,468

24 miles, $4,811 per mile.

Bonuses appropriated to that portion between the Midland Railway Crossing and Coboconk:—

Eldon	$12,000—Cash value	$11,508	
Toronto	14,000 " "	12,885	
Bexley	15,000 " "	14,272	
Somerville	15,000 " "	14,256	
Laxton, Digby and Longford.	12,500 " "	11,875	
	$68,500	$64,796	
	Interest account	1,589	
			66 385
			$373,994

22 miles, $3,017 per mile.

Bonuses as above:

Uxbridge to Midland Railway crossing	$115,468
Midland Railway crossing to Coboconk	66,385
	181,853

(Signed) Edmund Wragge,
Chief Engineer.

Toronto, 12th January, 1872.

(4.)

Toronto and Nipissing Railway.

Financial Basis.

Cost of sections for which bonuses are asked		$755,602
Bonuses realized for these sections		181,853
Bonuses from Government:—		
Uxbridge to crossing of Midland Railway, 24 miles, at $2,000		48,000
Crossing of Midland Railway to Coboconk, 22 miles, at $4.000		88,000
Stock and bonds for whole road as realized	$793,054	
Less spent between Scarboro' and Uxbridge	328,109	
Balance for upper sections, chiefly expended already		464,945
		$782,798

(Signed). Edmund Wragge,
Chief Engineer.

Toronto, 12th January, 1872.

(Copy.) (F.)

Cornwall, 15th January, 1872.

My Dear Attorney-General,—Since writing to you this morning, yours of yesterday's date has come to hand.

The counsel fee to Moss should be paid, as I requested that he should argue the case referred to. The question raised, or rather the point on which the opinion of the court was sought, was whether a contract entered into prior to the 7th December, 1870, for grading and fencing only on a railway line, was within the meaning of the Act, so as to exclude a company from the railway aid. The decision, you are aware, was in favour of the company. It was not, however, agreed that the Government would be bound as a matter of course by any decision in that direction.

Yours faithfully,
J. S. Macdonald.

The Honourable Attorney-General Crooks.

(Copy.) "G."

Toronto and Nipissing Railway Offices,
Toronto, 17th January, 1872.

Sir,—Referring to the conversation which I had with you this morning, I have the honour to state that the president, with one or more of the directors of this company, will be

glad to have an opportunity of meeting with you and the Premier on an early day that may suit your convenience, to make any explanation or give any further information that may be required by the Government in regard to the application lately made for aid in building this road to the north of Uxbridge.

I have the honour to remain, Sir,
Your obedient servant,

JAMES GRAHAM,
Secretary and Treasurer.

To the Honourable Peter Gow,
Provincial Secretary,
Province of Ontario, Toronto.

(Copy.) "H."

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, January 17th, 1872.

SIR,—I am directed to say, in reply to your letter of to-day's date, addressed to the Provincial Secretary, that it is not thought necessary at present to trouble any large deputation of the managing authorities of the Toronto & Nipissing Railroad Company to wait upon the Committee of the Executive Council with regard to the petition of the company for aid from the Railway Fund.

If you can make it convenient for yourself to see the President of the Council at his office, between the hours of ten and twelve upon Saturday morning next, in a short conversation that gentleman will be enabled to offer such remarks upon the facts before him as will suffice to show what further information the Government is desirous of obtaining from the company.

I have the honour to be, Sir,
Your obedient servant,

THOS. C. PATTESON,
Assistant Secretary.

To James Graham,
Secretary,
Toronto & Nipissing R. Co.
Bay Street.

(Copy.)

(1.)

TORONTO, 22nd January, 1872.

MY DEAR SIR,

McRae v. Toronto and Nipissing R. R. Co.

The special case in this matter, in which judgment was given by the Court of Common Pleas last term, was agreed to by the Hon. J. S. Macdonald and myself, for the purpose of obtaining the judgment of the court upon the account set out in the case, with the view of assisting the Government in the construction of the clause in the Railway Aid Act, on which the judgment of the court was pronounced, the late Attorney-General agreeing to be guided in granting aid, by the construction which the court should put upon it.

Yours very truly,

(Signed) J. HILYARD CAMERON.

John Leys, Esq., Solicitor,
Toronto and Nipissing R. R. Company.

(2.)

(Copy.)

McRae v. Toronto and Nipissing Railway Company.

Railways, Government aid to, 34 Vic., ch. 2, Sec. 3—Construction—Meaning.

Held that the defendants, who had contracted merely for the grading and fencing of a portion of their road before the date specified in Sec. 3 of 34 Vic., ch. 2, were not disentitled to aid under that section as having contracted for the construction of such portion of their road.

Special Case.

On the 1st of November, 1870, defendants made a contract with some person or persons for the grading and fencing of a portion of their line of road between Uxbridge and the Portage Road. On March 2nd, 1871, defendants contracted with plaintiff to build, construct, and complete the same portion of the road, with the exception of the grading and fencing, (previously contracted for) at a specified rate per mile, to be paid for on the certificate of their engineer, as the work proceeded, with the exception of fifteen per cent., to be retained until three months after the completion of the contract, if the defendants were entitled to claim aid from the Government of Ontario under the provisions of the Act in Aid of Railways, 1871; but if the defendants were not so entitled, then said deduction of fifteen per cent. was to be paid by the defendants to the plaintiff in one month from the completion of the contract.

By this statute (34 Vic., ch. 2,) the Lieutenant-Governor in Council might authorize payments from time to time to any railway company of sums not less than $2,000 nor more than $4,000 per mile of any portion or portions of such railway after report by the Commissioner of Agriculture and Public Works, that the company had completed such portion of its road in respect of which payment was to be made, including sidings and stations within the period prescribed by its charter.

Section 3 provided that no such authority should be given in respect of any portion of a railway for the construction of which portion a contract had been entered into prior to the 7th day of December, 1870, nor until satisfactory proof had been given that the capital and assets were sufficient for the completion thereof within the appointed time.

The question upon which the opinion of the court was sought was whether the defendants were disentitled to aid under the second section of the Act, in consequence of their contract for the grading and fencing of their road having been entered into before the 7th day of December, 1870. The whole argument turned on the meaning of the word "construction," as used in the 3rd section of the Act.

T. Moss, for the plaintiff referred to Webb *vs.* Manchester and Leeds Railway Company, 4 M. & C. 116; Gildart *vs.* Gladstone, 11 Ea. 685; Birks *vs.* Allison, 13 C. B. N. S. 23, 31 Vic., ch. 41; 34 Vic., ch. 2; 27 and 28 Vic., ch. 121, section 31, (Imp.); Grantham Canal Company *vs.* Ambergate, &c., Railway Company, 21 L. J. Q. B. 322.

J. H. Cameron, Q. C., contra, referred to the meaning of the word as given in Johnson's and the Imperial Dictionary; also to its Latin derivation and the Greek equivalent therefor, both denoting a complete putting together, a finished or a going concern, in Lord Cairns' words, as cited in McCallum *vs.* G. T. R. Co., 30 U. C., 122.

Hagarty, C J., delivered the judgment of the court.

The point submitted for our decision on this somewhat singular contract is, whether the fact of the defendants having contracted for the grading and fencing of this portion of the road prior to the day named in this Act, viz: December 7th 1870. are disentitled to any assistance from the Government under the second section of the Act.

Mr. Moss, for the plaintiff, was forced to argue that the fact of the company having contracted before the appointed day for any substantial part of the work absolutely disentitled them to the benefit of the Act.

The intention of the Legislature seems very plain. The expressed intention is to give aid towards the construction of railways to or through sections of the country remote from existing thoroughfares or passing through thinly settled tracts or leading to the free grant territory, or to the inland waters, but they at the same time provide that such aid was not to

be given to railways for the construction of which provision had been already made by contract prior to December 7th, 1870, the first day of the session in which this legislation was announced and perfected.

Where the construction of a road or portion of road had been already provided for, the Government aid was not to be given. The fact that a company had succeeded in contracting for the grading and fencing of a portion of a road cannot, in our judgment, amount to a contract for the construction of such portion. A contract to construct ten or twenty miles of a railway must mean to put such portion in a state to be used as a railway, and such a contract could never be fulfilled merely by grading and fencing the line. A company might succeed in providing funds to grade and fence a portion, and then be utterly unable to do more.

It seems impossible for us to hold that, being in that position on the 7th December, 1870, they were disentitled to aid under the statute. Whether they should obtain such aid or not would be a matter for executive consideration. It is sufficient for us to hold, as a matter of legal construction that they are not disentitled by the words of the Act.

If a statute provided certain new regulations for the governance of railways, and then enacted that such provisions should not apply to any railway constructed before the passing of this Act, we think the exception would certainly not apply to an undertaking which, before the Act, had been graded and fenced with a view to making it ultimately assume the shape of a railway. We think a narrow strip of land, graded to a particular level, and fenced on each side, is not a railway, although, by the expenditure of money, it may finally acquire that character.

In the discussion of a case of some celebrity—Hammersmith Railway Company *vs.* Brand, L. R., 4 H. L. 171—as to the right of compensation for damage to the owners of property affected by the working of the railway; but where no land is taken, the expression, "construction of the railway," was criticised, but it was in a sense different from this case, viz., as to the compensation for injuries to parties, &c., &c. Lord Cairns says, "Parliament does not look upon the words 'construction of the railway, or 'the execution of the works authorized,' as meaning the digging out so much land, the putting so much brick and mortar together, the making a viaduct or embankments, or the mere structural aspect of the works; it looks upon the railway as an undertaking, as a going concern, if I may so call it,—as a thing which is to be there for a certain purpose, and to fulfil a certain end which the Legislature had in view, &c." See also Mr. Justice Lush's words in the same case. This case is noticed in McCallum *vs.* Grand Trunk Railway Company, 30 U. C. 127.

We think that the defendants are entitled to our judgment.

Judgment accordingly.

[Copy.]

(3.)

TORONTO AND NIPISSING RAILWAY.

Statement of Bonds authorized by the Shareholders to be issued.

Bonds bearing 8 per cent. interest payable in 5 years.

DATE OF BONDS. 1870.	DATE OF SALE. 1870.	AMOUNT OF BONDS.	PROCEEDS OF BONDS.
October 1.	October 17.—Sold for a lump sum about 83	$150,000	$124,760
1871.	1871.		
May 1.	May 5.—Sold .....at 91½	5,000	4,575
"	15.—Sold .... "	20,000	18 300
"	June " Sold to a contractor ...par	1,000	1,000
"	July 29.—Sold ....at 85	3 ,000	25,500
"	August 14.—Sold .... "	25,000	21,250

September 1.	September 20.—Sold..... ..... at 89½	10,000	8,950
	16.—Sold..... " 87½	50,000	43,750
	21.—Sold..... " 90	8,000	7,200
1872.	1872.		
January 2.	January 20.—Sold..... " 95	100,000	95,000
		$399,000	$350,285

Bonds bearing 7 per cent. interest, payable in 20 years.

1870.	1871.			
August 1.	March 15.—Sold to a contractor at par....	$1,000	$1,000
	1870.			
December 1.	December 15.— " " "	5,000	5,000
	1871.			
"	January 27.— " " "	3,500	3,500
"	March 31.— " " "	2,000	2,000
"	May 18.— " " "	5,000	5,000
		$16,500	$16,500
1871.			
September 1.—	—Bonds at 8% interest remaining on hand.....	90,500	
1872.			
January 2.—	— " "	3,000	
		$93,500	

Total authorized by the shareholders.....$509,000

Certified as correct by
JAMES GRAHAM,
Secretary and Treasurer.

Toronto, January 22nd, 1872.

(Copy.)

(4.)

TORONTO AND NIPISSING RAILWAY.

Addenda to Statements.

Additional cost of Rolling Stock,

1 Locomotive additional ordered.....	10,000	
Extra price on two others owing to rise of iron 50%.....	1,000	
Extra price on cars in consequence of rise of iron..	9,000	
		$20,000

(Signed) EDMUND WRAGGE,
Chief Engineer.

Toronto, 22nd January, 1872.

(Copy.)

TORONTO AND NIPISSING RAILWAY.
PRESIDENT'S OFFICE,
TORONTO, 22nd January, 1872.

I, John Shedden, of the City of Toronto, President of the Toronto and Nipissing Railway Company, hereby certify, that having examined the list of the stockholders as taken from

the books of this company on the 12th of January instant, when a certified copy thereof was sent to the Honourable Peter Gow, Provincial Secretary of Ontario, and I have no doubt whatever of the ability of the stockholders to pay the balance remaining unpaid on said stock.

(Signed) JOHN SHEDDEN,
President.

(Copy.) 6

TORONTO AND NIPISSING RAILWAY OFFICES,
TORONTO, 22nd January, 1872.

SIR,—I have the honour to transmit to you herewith letter addressed to the Honourable Edward Blake, President of the Council, with relative documents having reference to the application made by this company for aid from the Government in building the Toronto and Nipissing Railway, to the north of Uxbridge, which communication please have placed in the proper channel to reach the President of the Council with the least possible delay.

I have the honour to be, Sir,
Your obedient servant,
(Signed) JAMES GRAHAM,
Secretary.

To the Honourable Peter Gow,
Provincial Secretary of Ontario,
Parliament Buildings,
Toronto.

(Copy.)

TORONTO AND NIPISSING RAILWAY OFFICES,
TORONTO, 22nd January, 1872.

SIR,—Referring to the conversation had with you on Saturday concerning the aid asked for this railway from the Government, I have now the honour to enclose herewith three principal contracts for grading, for ties, and for fencing, &c., on sections of the road for which such aid is asked.

I also send herewith letter of this date from the counsel employed by us, stating the facts in relation to the suit of Mr. McRae, and this company.

At an interview which the director had with Attorney-General J. S. Macdonald, after the decision of the court had been obtained, he expressed himself satisfied that the railway company was entitled to Government aid from Uxbridge, North

Further, please to receive herewith certificate as to the ability of the stockholders to pay up the balance of the instalments yet to be called in on the stock of the company, per list sent to the Provincial Secretary on the 12th instant.

It was suggested that our bonds will now sell for more than the price put upon them in the financial statement submitted to the Government, and this is admitted to be so, but the increased value of the bonds will be more than overbalanced by the advanced cost of rolling stock, which will be much more expensive than as set out in the financial statement, owing to the present price of iron having risen about fifty per cent. in price within a short time.

I submit herewith a certified statement shewing the amount of bonds authorized to be issued, the amount sold, and the prices obtained therefor, with the amount of bonds still remaining on hand.

Also, an addenda to the former statement, and which has been certified by the chief engineer, shewing amount which rolling stock will cost in addition to that formerly given to the Government.

I would respectfully urge upon the Government the necessity for a speedy consideration of this question in order that the works may be pushed on to rapid completion.

Delay, I may take the liberty of stating, will tend to neutralize the efforts of the company, and might lead to a total suspension of a portion of the works, which result would, in every point of view, be very undesirable.

I have the honour to be, sir,
Your obedient servant,
(Signed) James Graham,
Secretary.

7

Principal contract with Matthew Cowen, Brothers, for ties and fencing, from Uxbridge to Woodville, dated 4th April, 1870.

Principal contract with Robert Dalglish, for ties and fencing, from Woodville to Portage road, dated 30th April, 1870.

Principal contract with Duncan McRae, for grading from Uxbridge to the Portage road, dated 3rd September, 1870.

To the Honourable Edward Blake,
President of the Council, Ontario.

(Copy.) "J."

Provincial Secretary's Office,
January 30th, 1872.

Sir,—I have the honour to make applicatian to you for some further information in respect of the petition of the Toronto and Nipissing Railway Company for aid from the railway fund. Will you have the goodness to inform me what is the length of your line in the Township of Eldon between the points of intersection with the Midland Road and the Portage Road; and also, what is the length of the line in Eldon between the point of intersection with the Midland Road and the boundary line of that township

I have the honour to be, Sir,
Your obedient servant
Peter Gow,
Secretary.

James Graham, Esq.,
Secretary,
Toronto and Nipissing Railway Company.

"K."

Toronto and Nipissing Railway Office,
Toronto, 31st January, 1872.

Sir,—I have the honour, in reply to your letter of the 30th instant, to inform you that the length of the line of the Toronto and Nipissing Railway in the Township of Eldon between the point of intersection with the Midland Railway and the Portage Road is nine and one-half miles, and the length of the line in Eldon between the point of intersection with the Midland Railway and the boundary line of that township is thirteen and three-quarter miles.

I beg to enclose a small sketch shewing the company's line of road through Eldon.

I have the honour to be,
Sir,
Your obedient servant,
James Graham,
Secretary.

To the Honourable Peter Gow,
Provincial Secretary of Ontario.

To the Honourable A. McKellar,
Commissioner of Public Works, Province of Ontario.

Sir,—Pursuant to your instructions, I proceeded to examine the line of road of the Toronto and Nipissing Railroad, from Uxbridge, in the County of Ontario, to Coboconk, in the County of Victoria.

The said railroad is finished and running from Uxbridge to Midland Junction, where it crosses the Midland Road, about six miles from Beaverton; from Uxbridge to this Junction is about twenty-three miles, and runs through a well-settled country; from the Junction to the Portage Road is about ten miles, which is a good section of country, but not so well settled as it is from Uxbridge to the Junction; thus the computed distance from Uxbridge to the Portage Road is thirty-three miles, and the country between these two points is on the whole what may be termed a well-settled country, along the line of road and for many miles on either side of said road, and settlement seems to be rapidly improving owing to the impetus given by the prospect of this road being finished. The land is good, and there is considerable pine left and available for lumbering purposes.

From the Portage Road to Coboconk, the present proposed terminus of the Toronto and Nipissing Railroad, is about thirteen miles, and the land between these two points is not so good, soil being very light, and it is also very stony, mostly lime-stone. There is considerable very good pine in this section, and mills are going up for the purpose of manufacturing lumber, to be shipped over this road when finished. The country between these two points, that is, from the Portage Road to Coboconk, is what may be termed sparsely settled, and is so for many miles on either side of said road, owing to the poor quality of the land, and its hitherto isolation from market, etc., etc, have prevented and retarded settlement.

Coboconk is a small village of about two hundred inhabitants, situated on Gull River about two miles from its mouth, which river is a large and navigable stream for light draft vessels up to Coboconk. Gull River empties into Balsam Lake which is about nine miles long and about three miles wide and has a good depth of water, Balsam Lake empties into Cameron Lake which has outlet by river at Fenelon Falls and so on to Bobcaygeon, and I understand some locks are being built at the falls for the purpose of affording better navigation between Balsam Lake and the waters east of it. The proposed railroad touches Balsam Lake and crosses the head of it, where the railroad bridge crosses it the water is six or seven feet deep, which is two miles from Coboconk.

The Toronto and Nipissing Railroad runs in the direction of the free grant lands and I believe Coboconk is only about twenty miles from free grant lands and there are settlers for forty or fifty miles north of Coboconk.

The Toronto and Nipissing Railroad from Uxbridge to Coboconk is perfectly remote from any other existing thoroughfare except the Midland Railway which the Toronto and Nipissing crosses at right angles near Woodville and affords a feeder to the said Midland Railroad, and the Midland also acts as a feeder to the Toronto and Nipissing, so that there is no, nor can there be any, conflicting interests between the two roads.

The road is partly finished from the Junction all the way to Coboconk, and men are now working on it at different places between these two points, the country is quite level and free from serious engineering difficulties, although many of the cuttings are through ledges of lime-stone rock.

The said railroad passes through the Townships of Uxbridge, Reach, Brock, Mariposa, Eldon and Dexley, all of which except Mariposa have given large township bonuses to the Toronto and Nipissing Railroad.

All of which is respectfully submitted.

I have the honour to be,

Your obedient servant,

S. P. Mabee,

Inspector of Projected Railroads.

Toronto, Feb. 10th, 1872.

(Copy.) "N."

Resolved: That a committee, consisting of His Worship the Mayor, Aldermen Manning, Boustead, Thompson, Harman and the mover, be appointed to wait upon the Government to urge the granting of a reasonable subsidy to further the extension and completion of both the Toronto and Nipissing and Toronto, Grey and Bruce Railways, and at the same time to solicit that guarantees be obtained, that sufficient land be set aside at all the stations erected or to be erected on the said lines of railway, for the piling and storage of cordwood, free of charge.

Adopted by the council of the corporation of the City of Toronto, Monday, February 5th, 1872.

STEPHEN RADCLIFF,
City Clerk.

City Clerk's Office, Toronto, Feb. 12th, 1872.

(Copy.) "O."

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 12th February, 1872.

SIR,—Referring to the application of the "Toronto and Nipissing Railway Company" for aid out of the railway fund, I have now the honour to inquire whether the company proposes to set aside sufficient land at all the stations erected, or to be erected on its line of railway for the piling and storage of cordwood, free of charge.

I have the honour to be, sir,
Your obedient servant,
PETER GOW,
Secretary.

Jas. Graham, Esq, Secretary,
Toronto and Nipissing Railway Company.

"P."

TORONTO AND NIPISSING RAILWAY COMPANY,
TORONTO, 13th February, 1872.

SIR,—In reply to your letter dated 12th February, inst., I have the honour to state that every facility is offered and afforded on the line of this railway for the carriage of cordwood, in accordance with the spirit of our Act of Incorporation, and as some evidence of the fact, although the road was in a very incomplete state, and with a limited amount of rolling stock, we carried from 12th July last when the road was opened to Uxbridge to 31st December last, four thousand three hundred and thirty-nine (4339) cords of wood on the road.

I have the the honour to be, Sir,
Your obedient servant,
(Signed) JAMES GRAHAM,
Secretary.

To the Hon. Peter Gow,
Provincial Secretary of Ontario.

(Copy.) "Q."

Toronto and Nipissing Railway Company's Office,
Toronto, 14th February, 1872.

Sir,—Again referring to your letter dated 12th inst., and to the conversation had by Mr. Leys, solicitor for this company and by myself with you this morning, I have the honour to state that every facility is afforded at the respective stations on the line of this railway, and room provided for the storage of wood to be shipped over the line as soon as the company is ready to carry it, but not for the storage of green wood, to remain in the company's station grounds until it suits the shipper to have it forwarded.

I have the honour to be, Sir,
Your obedient servant,
James Graham,
Secretary.

The Honourable Peter Gow,
Provincial Secretary of Ontario, Parliament Buildings.

Enclosures, three copies of printed notice as to cordwood, issued by Mr Gooderham, Managing Director of Toronto and Nipissing Railway Company.

Toronto and Nipissing Railway Company.

Notice.

Notice is hereby given that, on and after Monday, the 8th inst., this company will be prepared to carry cordwood as well as other freight, from all stations along the line to Toronto; and in order to afford every facility for this traffic, arrangements are being made to give increased accommodation at the various stations for piling.

As this is the proper season for cutting and hauling cordwood, parties requiring accommodation are requested to see the station masters, and arrange for the necessary space to pile their wood.

The directors expect that this road will be in running order to Cobocouk in August next; and, as additions are being daily made to the rolling stock, every reasonable facility will be afforded for sending forward with despatch all cordwood, lumber, timber, grain &c., that may be offered for carriage.

W. Gooderham, Jr.,
Managing Director.

Toronto, 3rd January, 1872.

PAPERS

Respecting the Hamilton and Lake Erie Railway Company's application for aid. Presented to the Legislative Assembly by command of His Excellency the Lieutenant-Governor.

Provincial Secretary's Office,
Toronto, 16th February, 1872.

HAMILTON AND LAKE ERIE RAILWAY.

SCHEDULE OF CORRESPONDENCE AND DOCUMENTS.

A.—Letter of James Turner, President, to Attorney-General Macdonald.....Sept. 25, 1871.
B.—Petition of the Company.
C.—Letter of Provincial Secretary to President of the Company.....Jan. 15, 1872.
D.—Letter of James Turner, President, to Provincial Secretary..... ..... " 17, "
E.—Map shewing connecting Lines.
F.—Letter of President to Provincial Secretary, with
1. Stock List.
2. Financial Scheme of Company.
3. Addenda Municipal Bonus.
4. Estimated Cost of Line.
5. An Act to authorise construction of Line. By-laws granting Bonuses.
6. Map.
7. Advertisement asking for Tenders for Construction, &c.
G.—Letter of Provincial Secretary to President of Company.....Jan. 30, 1872.
I.—Letter from Provincial Secretary to President of Company.....Feb. 6, 1872.
J.—Letter from President of Company to Provincial Secretary..... " 10, "
Memorandum of arrangements between Hamilton and Lake Erie and Great Western Railway.
K.—Letter from C. J. Brydges to James Turner..... ...Aug. 29, 1871.
L.— " " " ....Oct. 25, 1871.
M.—Letter from President, Canada Southern Railway to James Turner..... " 14, "
N.—Extract from Mr. Simpson McCall's Letter.....Sept. 23, "
O.—Copy of Telegram from S. McCall..... ..... " " "
P.—Letter from R. Benner.....Jan. 30, 1872.
Q.—Letter from C. R. Smith to James Turner.....Feb. 9, "
R.—By-law 122. City of Hamilton.
S.—By-law 133. " "
T.—Bonus given by Village of Caledonia.

(Copy.) "A."

HAMILTON AND LAKE ERIE RAILWAY,
HAMILTON, 25th Sept., 1871.

To the Hon. John Sandfield Macdonald,
Toronto.

MY DEAR SIR,—As suggested, I now officially petition the Government and hand herewith our Memorial setting forth the ground upon which we claim aid to our enterprise.

I feel satisfied that the Government will give our petition its most favourable consideration, and can assure you that the granting of aid asked for would be considered as a graceful act on their part by the supporters of good government in the municipalities interested.

I have the honour to be,
Your most obedient servant,
(Signed) JAMES TURNER,
President.

(Copy.) "B."

To His Excellency the Honourable William Pearce Howland, C. B., Lieutenant-Governor of the Province of Ontario, in the Dominion of Canada, etc., etc., etc., in Council.

The Memorial of the Hamilton and Lake Erie Railway Company

HUMBLY SHOWETH—

That your memorialists are a railway company, incorporated by an Act of the Province of Ontario, for the construction of a road from the waters of Lake Erie to the Grand River, and thence to Burlington Bay.

That your memorialists have organized under the said Act, and have procured *bona fide* stock subscriptions to the extent of over $80,000, and have completed surveys of the line between Hamilton and Port Dover.

Your memorialists would respectfully call Your Excellency's attention to the fact that, under a charter granted many years since to a company known as the Hamilton and Port Dover Railway Company, a road was commenced between Hamilton and Caledonia, and very large sums contributed by municipalities and private stockholders expended thereon, but the sum so subscribed was found insufficient to complete the line, and the same has remained for many years unfinished.

Your memorialists would also respectfully intimate that, whilst municipalities in other sections of the country borrowed the money with which to aid similar undertakings from the Municipal Loan Fund, and have not been called upon or compelled to re-pay such loans, the municipalities which aided the undertaking in question did not borrow from that fund and are still heavily burdened with the liabilities so contracted and the semi-annual payment of the interest thereon.

Your memorialists are empowered under their charter to acquire and complete this unfinished work, and your memorialists would humbly submit that as the municipalities referred to have suffered so heavily in granting aid to it, and have not participated in any way in the advantages so generally enjoyed by other municipalities that borrowed from the Municipal Loan Fund, they are entitled on this ground alone to the favourable consideration of Your Excellency.

Your memorialists are making application to the City of Hamilton, the County of Wentworth and the County of Haldimand, for bonuses to the extent of $170,000, which together with the subscribed capital and the proceeds of bonds authorized to be issued under the Acts incorporating their company leave no reasonable doubt that with the aid of $2,000 per mile, which they trust your Excellency in Council will feel justified in authorizing the

payment of from the Railway Fund set apart for the purpose under the Act of the last session, they will be enabled to complete the line of railway authorized by the Act.

Your memorialists feel that some doubt may exist as to their line of railway falling within the class of railways mentioned in the preamble to the Act of last session, but your memorialists venture to suggest that, without any great violence to the language then used, they may fairly claim to come within the very general terms contained in the preamble of the Act. In its progress from Port Rowan and Port Dover the road leads to the Grand River and to Burlington Bay, both of which may fairly be termed inland waters, and at Caledonia a large section of country will be by means of this line placed in direct communication with Lake Huron.

Your memorialists feel that your Excellency will be advised that an Act of this kind in aid of great public improvement should receive a large and liberal construction, and that when it is borne in mind that this road in its passage to Burlington Bay will intersect the Canada Southern, the Air Line and the Grand Trunk Railways, and have a tendency to divert traffic, which would otherwise go to the United States of America, to our own waters and the magnificent natural outlet of the St. Lawrence, your memorialists feel assured that any assistance granted to a road having such connections and such tendencies, would meet with the general approval of the Province, and will receive Your Excellency's sanction.

Your memorialists therefore humbly pray that Your Excellency will be pleased to authorize the payment of $2,000 per mile to the line authorized by their charter, subject to their satisfying Your Excellency by proper proofs that with such aid their road, with the requisite sidings and station houses, will be commenced and completed so as to be ready for the rolling stock within the terms mentioned in the Act for its completion and for the payment thereof, as the same or the portion from time to time completed, shall be reported upon in the terms of the Act authorizing such aid.

And your memoralists as in duty bound will ever pray.

(Signed) James Turner,
President.

[L.S.] (Signed) M. W. Browne,
Secretary.

(Copy.) "C."

Provincial Secretary's Office,
Toronto, January 15, 1872.

Sir,—With reference to the Petition of the Hamilton and Lake Erie Railway Company, praying for aid from the Railway Fund, I am commanded by His Excellency the Lieutenant-Governor, to say. that, without now entertaining the question of the company being able to bring themselves within the operation of the Act of the Legislature, he would point out to the Petitioners, that they do not shew the completion of their financial basis. or place themselves in a position to ask for assistance under the Act.

His Excellency desires to see a list of the stockholders in the company, with a certificate of their ability to meet calls upon their subscriptions, as also a statement of the present condition of the company's applications for municipal bonuses, with copies of the By-laws affecting them.

I have also to request you, to send me, for His Excellency's information, certified estimates of the cost of the line, a statement of the route to be followed, with a profile thereof,

and a detailed statement of the sums formerly contributed by municipalities towards the construction of the works in question.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) PETER GOW,
Secretary.

The President of the
Hamilton and Lake Erie Railroad Company
Hamilton.

(Copy.) "D."

HAMILTON & LAKE ERIE RAILWAY,
HAMILTON, 17th January, 1872.

Honourable Peter Gow,
Provincial Secretary, Toronto,

DEAR SIR,—I am in receipt of your favour of the 15th, and with as little delay as possible shall furnish the required information, meantime may mention that our scheme is in a much more forward state than in September last.

As the Provincial Fair is this year to be held here, the Directors of the Hamilton and Lake Erie Railway consider it incumbent upon them, in their own interest as well as in that of the public, to push forward the work with as little delay as possible, they therefore having carried their bonuses, and trusting to the justice of their claim for Government aid, advertise for tenders for the construction of the Hamilton and Caledonia division of the line.

I send you a Map by Express, and trust shortly to have this pleasure again.

I am, yours truly,
JAMES TURNER,
President.

(Copy.) "E."

HAMILTON & LAKE ERIE RAILWAY,
HAMILTON, 27th January, 1872.

To the Honourable Peter Gow,
Provincial Secretary, etc., etc., etc.

SIR,—Referring to your letter of the 15th inst., receipt of which already acknowledged, I have now the honour to hand you herewith the following documents, which have been duly approved and authorized by the board of directors, namely:—

First.—Certified list of subscribed shareholders in the company.

Second.—Financial scheme for the construction of the line.

Third.—Addenda, shewing "position of the several municipal bonuses," "the trustees appointed for each," and "the custodians of the debentures issued therefor:" also the sums previously invested in the projected line by the municipalities, City of Hamilton, and the Village of Caledonia.

Fourth.—Estimates of the chief engineer of the cost of construction, in the several divisions of the line, as proposed to be placed under contract.

Fifth.—By-laws of the municipalities granting bonuses, namely: The City of Hamilton, the County of Wentworth, and the County of Haldimand.

Sixth.—Map showing the route of the railway and its various connections.

Seven.—Charter and amendments thereto.

In laying these before His Excellency the Lieut-Governor, the board desire to invite attention more particularly to the following points:—

First.—By an agreement arranged between the company and the several railway companies whose lines are intersected by the line, namely, "The Great Western Railway" on its main line, and also on the Southern or Air Line, "The Grand Trunk" on its Buffalo and Lake Huron Line, and the "Canada Southern Railway," these several companies undertake the working of the line by an efficient daily service of trains in connection with their trains over their own lines.

This enterprise therefore affords to the section of country served by it, and to the southern tier of counties between Niagara and Detroit Rivers, facilities of communication with all parts of the Dominion, such as are not afforded by any line of railway in any other portion of the Dominion, and far beyond proportion to the amount of aid asked from the public fund.

Second.—The large amount of money that has been sunk both by private individuals, the City of Hamilton and Village of Caledonia, entitles these municipalities to urge the claim of this company for Government aid in now completing the work.

Third.—With the view of effecting the construction of the line on the most advantageous terms, the board purpose letting the contracts on the basis of cash payments as the work progresses; while the municipal bonuses are payable to the company only on completion of the respective several divisions of the line, the board therefore desire to obtain the Government aid in instalments for each division as it is completed, say on the division—

City of Hamilton	2.35	miles,	$4,660.
Hamilton to Caledonia	15.03	"	30,060.
Caledonia to Jarvis	14.94	"	29,880.
Jarvis to Port Dover	9.41	"	18,820.
	41.71		$83,420.

The division from Hamilton to Caledonia, on which a large amount of work had been done by the Hamilton and Port Dover Railway Company, is now under tender, and it is expected that it may be opened for traffic during the fall, and in time for the Provincial Fair.

The other divisions will be proceeded with as fast as the necessary engineering work can be accomplished.

I have the honour to be, sir,
Your obedient servant,
JAMES TURNER,
President.

(Copy.) (1)

HAMILTON AND LAKE ERIE RAILWAY.

Extract from Book of Subscriptions to the Capital Stock of the Company :—

"HAMILTON AND LAKE ERIE RAILWAY COMPANY.

We, the undersigned, do severally agree to accept the number of shares set opposite our respective names in the Capital or Joint Stock of the above undertaking: and to pay the deposit thereon, and also to pay all such calls as shall from time to time be made upon the said shares in accordance with the Act of Incorporation.

Name.	Residence.	Shares.	Amount.
James Turner	Hamilton	40	$2000
John Stewart	do	40	2000
A. T. Wood	do	40	2000
E. Gurney	do	40	2000
A. F. Skinner	do	40	2000
J. M. Williams	do	40	2000
Joseph Lister	do	10	500
W. L. Billings	do	10	500
Geo. H. Mills	do	10	500
J. Winer & Co	do	20	1000
W. E. Sanford	do	40	2000
McInnis Bros. & Co	do	40	2000
Simpson, Stewart & Co	do	10	500
James Watson	do	10	500
Kerr, Brown & McKenzie	do	40	2000
T. Bickle & Son	do	10	500
Alex. Murray	do	10	500
Chas. Magill	do	10	500
R. M. Wanzer & Co.	do	20	1000
J. C. Chilman	do	10	500
Lucus, Park & Co	do	20	1000
James Reid	do	10	500
Geo. E. Tuckett	do	10	500
Geo. Sharpe	do	5	250
D. B. Chisholm	do	10	500
A. C. Quimby	do	10	500
Geo. Lee	do	5	250
Geo. Morrison	do	5	250
Geo. W. Burton	do	40	2000
James Stewart	do	20	1000
Thompson, Birkett & Bell	do	5	250
Wm. Hendrie	do	40	2000
Ernst Kraft	do	5	250
Richard Martin	do	5	250
John McPherson & Co	do	10	500
D. Moore & Co.	do	10	500
B. E. Charlton	do	5	250
E. Browne	do	10	500
Wm. J. Copp	do	20	1000
R. R. Waddell	do	5	250
D. Murphy & Co	do	10	500
P. W. Dayfoot & Co	do	5	250
S. W. Marlatt	do	5	250
W. H. Glassco & Sons	do	5	250
F. E. Ritchie	do	5	250
John A. Bruce & Co.	do	5	250
F. Mackelcan	do	5	250
G. H. Turner	do	5	250
Young & Brother	do	5	250
T. Christie & Co.	do	5	250
J. W. Murton	do	5	250
Geo. H. Gillespie	do	5	250
Adam Brown	do	10	500
David Morton	do	5	250
James Walker	do	10	500

Name.	Residence.	Shares.	Amount.
Field & Davidson	Hamilton	10	500
Hurd & Roberts	do	5	250
Turnbull & Co.	do	5	250
Thos. Swinyard	do	5	250
W. McGivern	do	5	250
Edward Martin	do	5	250
Angus Sutherland	do	5	250
W. M. Lotteridge	do	5	250
J. J. Bowman	do	5	250
D. Thompson	Indiana	10	500
C. W. Meakins, jr.	Hamilton	5	250
D. L. Angier	do	5	250
E. Barber	do	5	250
R. A. Pilgrim	do	5	250
T. & F. Northey	do	10	500
H. C. Perkins	do	5	250
John W. Clark	do	5	250
Lyman Moore	do	5	250
Anthony Copp	do	20	1000
E. Jackson	do	20	1000
John Mitchell	do	5	250
Gregory & Young	do	5	250
F. W. Gates	do	5	250
A. Easson	do	5	250
F. Swarz	do	8	400
Donald Nicholson	do	5	250
J. A. Skirner	Dunelg	5	250
Henry McLaren	Flamhro' West	5	250
John Garrett & Co	Hamilton	5	250
Geo. S. Papps	do	5	250
Geo. James	do	5	250
C. M. Connsell	do	5	250
C. W. Mugridge	do	5	250
McKenzie & McKay	do	5	250
A. Harvey	do	20	1000
Thos. Saunders	do	12	600
Geo. Copland	do	5	250
Edward W. Sayers	Cayuga	5	250
John Proctor	Hamilton	10	500
Long & Bishy	do	5	250
Hugh Young	do	5	250
Peter Grant & Son	do	10	500
Geo. Roach	do	10	500
L. D. Sawyer & Co.	do	10	500
Charles Foster	do	5	250
Thos. Mitchell	do	10	500
F. W. Fearman	do	5	250
Bunton, Gillies & Co.	do	5	250
C. R. Murray	do	5	250
Samuel Nash	do	5	250
Thos. G. Furnival	do	5	250
Yates & Garson	do	10	500
Chas. Hardy	do	5	250
J. C. McCarty	do	5	250
W. N. Anderson	do	5	250
John Eastwood	do	5	250
H. W. Routh	do	5	250
Birely & Co.	do	5	250
Wm. Kavanah	do	5	250
Philip Martin	do	5	250
C. Gurney	do	20	1000
W. P. Moore	do	5	250
James G. Davis	do	5	250
Fred'k Wyld	do	5	250
F. G. Beckett	do	5	250
William Edgar	do	5	250
John McPherson & Co.	do	10	500
Buchanan, Binny & McKenzie	do	40	2000
W. B. Hunter (by his attorney, G. W. Burton)	New York	40	2000
Alex. Turner	Hamilton	10	500
W. H. Gillard	do	10	500
J. Baxter	Cayuga	4	200
J. R. Martin	do	4	200
G. A. Gibson	do	2	100
D. Cameron	do	2	100

Name.	Residence.	Shares.	Amount.
E. J. & E. DeCew	do	2	100
T. Hodder	do	1	50
Thos. Humphrey, jr.	do	1	50
E. S. Martin	do	4	200
Joshua Mason	do	1	50
T. H. Aikman	do	1	50
Alex. Taylor	Caledonia	2	100
A. C. Buck	do	1	50
John Scott	do	1	50
John Roper	do	1	50
Thos. Messenger	do	1	50
N. & T. Garland	do	1	50
Richard Benner	Toronto	2	100
J. B. Steward	Hamilton	1	50
John Harvey	do	5	250
John Barry	do	2	100
T. C. Newburn	do	2	100
Duncan, Stewart & Co.	do	2	100
Henry Erskine Irving	do	5	250
James Stinson	do	40	2000
F. E. Kilvert	do	2	100
Munro & Henderson	do	2	100
John Field	do	10	500
Thos. H. Bartindale	do	2	100
Wm. F. Findlay	do	2	100
James M. Lotteredge	do	2	100
Thos. Beasley	do	1	50
Richard Bull	do	2	100
R. N. Law	do	2	100
Wm. Walker	do	1	50
David Edgar	do	5	250
Henry Bauer	do	5	250
Wm. Geddes Stark	do	1	50
John Young	do	20	1000
Adam Hope	do	10	500
Thos. C. Kerr	do	10	500

I hereby certify, that in accordance with the resolution of the provisional board, I have for the present, and until the complete organization of the company, closed the Book of Subscriptions.

(Signed) JAMES TURNER.

Hamilton, June 6th, 1871.

SHARES SUBSCRIBED UPON BOOK OF SUBSCRIPTIONS BEING RE-OPENED.

Name.	Residence.	Shares.	Amount.
E. S. Whipple	Hamilton	2	100
N. B. Robbins	do	5	250
John Fisher (by his Attorney, G. W. Burton)	Batavia, N.Y.	4	200
Geo. McKeand	Hamilton	1	50
Donald Nicholson	do	2	100
Donald Nicholson	do	3	150
M. Howles	do	5	250
R. C. Cooper	do	2	100
C. S. Chittenden	do	1	50
John B. Young	do	2	100
Lawson, McCulloch & Co.	do	6	300
D. Moore & Co.	do	10	500
R. McKinnon	Caledonia	2	100
L. D. Sawyer & Co.	Hamilton	10	500
John Hope	Montreal	10	500
John Scott	Caledonia	2	100
Alex Taylor	do	3	150
Thomas Messenger	do	1	50

The foregoing is a true "Extract" from the Book of Subscriptions to the stock of the company to this date, namely—1,621 shares, amounting to $81,050, and on which the requisite deposit of 10 per cent, amounting to $8,105, has been duly paid up.

(Signed) M. W. Browne,
Secretary.

Hamilton, January 20th, 1872.

January 20th, 1872.

The Stock Book of the Hamilton and Lake Erie Railway Company having been submitted to me, together with the vouchers for payments received of the deposit of ten per cent. on the subscription, I hereby certify that the same, as set forth therein, are *bona fide* subscriptions, and are, to the best of my knowledge and belief, responsible for the amounts subscribed.

(Signed) D. B. Chisholm,
Mayor of Hamilton.

Mayor's Office, Hamilton.

(Copy) (2)

HAMILTON AND LAKE ERIE RAILWAY.

Financial Scheme for the construction of the Line between Lake Erie and Burlington Bay.

Estimated Cost.

Hamilton and Port Dover Railway Company for settlement with the creditors thereof for existing rights from Hamilton to Caledonia as arranged, namely: station grounds at Burlington Bay.

Mortgage	$7,500		
Deferred bonds	5,840		
Capital stock	3,340		
		$16,680	
And with holders of bonds, and judgment for amount	$177,300		
20 per cent. in deferred bonds	35,460		
5 per cent. in capital stock	8,865		
		$44,325	
			$61,005

Construction, as per estimates of the chief engineer, herewith, namely:

	MILES.		
Division Hamilton City	2.33	$146,085	
" Hamilton to Caledonia now under tender for construction	15.03	158,520	
Division Caledonia to Jarvis	14.94	259,230	
			$563,835
Preliminary, law, and other expenses, say			10,000
Interest, accruing and payable during construction until line open for traffic, say on deferred bonds, 1 year on $41,300 at 3 per cent.		$1,239	
Bonds on amount of estimates	$158,520		
Less amount on bonuses which bear their own interest	70,000		
Say six months at 7 per cent. on	88,520		
		3,098	
Mortgage, one year at 7 per cent. on	$7,500		
		525	
			4,862
Total to Jarvis, 32.30 miles			$639,702

Resources.

Deferred bonds, to be issued for settlement of Hamilton and Port Dover Railway Company claims			$41,300
Capital stock, namely, to Hamilton and Port Dover Railway Company claims	$12,205		
Subscribed shares, 1,621 of $50	81,050		
			93,255
		$639,702	$134,555
Bonuses in aid of railway granted by private subscription	$ 180		
City of Hamilton	50,000		
County of Wentworth	20,000		
County of Haldimand, group of townships	65,000		
			135,180
Mortgage bonds, as authorized by Acts of incorporation to be issued, namely, on line Hamilton to Caledonia	$200,000		
Line thence to Jarvis, 14.94 miles at $10,000 per mile	149,400		
		349,400	
Say to realize in cash 85o per dollar			296,990
Government aid, $2,000 per mile, on divisions—City of Hamilton 2.33 miles	4,660		
Hamilton to Caledonia 15.03 miles	30,060		
Caledonia to Jarvis 14.94 miles	29,880		
32.30 miles			64,600
Real estate, anticipated to be realized from surplus station land, sufficient to pay off existing mortgage at its maturity, 20 years hence			7,500
Estimated cost, "Burlington Bay to Jarvis," and resources therefor		$639,702	$638,825

(Copy).

For the remaining portions of the line, the divisions between Jarvis and Port Dover, negotiations are not as yet sufficiently perfected to permit of definite figures being presented.

The cost of construction per engineer's estimate herewith, for the division is 9.41 miles at	$144,173	
This is based on the public piers at Port Dover, being available for the use of the line, if not, then an outlay would be required of perhaps	30,000	
		$174,173
The resources anticipated are—		
Mortgage bonds at $10,000 on 9.41 miles	94,100	
Say to realize in cash at 85c on the dollar		79,985
Government aid at $2000 on do		18,820
Bonuses asked from the County of Norfolk or municipalities therein		75,000

Hamilton,
January 20th, 1872.

(3)

(Copy).

ADDENDA.

The Municipal bonuses mentioned as having been granted in aid of the railway have all been regularly voted and ratified by the several municipalities, and the following trustees have been appointed on behalf of the company and the several grantors:

CITY OF HAMILTON, $50,000.

A. G, Ramsay, Esq., Manager, Canada Life Assurance Co.
George H. Gillespie, Esq. (Messrs. Brown, Gillespie & Co.)
John Winer, Esq. (Messrs John Winer & Co.)

COUNTY OF WENTWORTH, $20,000.

A. G. Ramsay, Esq.
George H. Gillespie, Esq.
Oliver Springer, Esq., M. D., Barton.

COUNTY OF HALDIMAND, $65,000.

A. G. Ramsay, Esq.
Capt. Hugh Stewart, Reeve of Oneida.
Miles O'Reilly, Esq., Q. C., Hamilton.

The Bank of British North America, who are the bankers of the company, are the custodians of the debentures issued for the above bonuses.

Municipal contributions.—In addition to a large amount of private subscriptions, the following amounts were granted and have been paid by municipalities in aid of this line, to the Hamilton and Port Dover Railway Company, and all of which is now, and will be, an entire loss but for success of the Hamilton and Lake Erie Railway Company in effecting an opening of the line.

Town of Caledonia Stock Subscription		$40,000 00
City of Hamilton		500,000 00
Ditto	is also holder of bonds for	30,000 00

which would come under the proposed settlement of Hamilton and Port Dover Railway Company claims.

Hamilton,
January 20th, 1872.

(Copy.)

(4)

HAMILTON AND LAKE ERIE RAILWAY.

Estimate of Cost of Line within the City of Hamilton.....2.33 miles.

(Copy.)

Sept. 18, '71.	Right of way in the city and station grounds.....	$32,000 00	
	Grading.....	9,000 00	
	Wharfing.....	10,000 00	
	Freight, passenger, and car buildings, &c.....	11,800 00	
	Bridging, &c.....	3,500 00	
	Main line and sidings, 5 miles.....	29,000 00	
	Ballasting.....	3,750 00	
	Grain elevator.....	30,000 00	
			129,050 00

Contingencies, 10 per cent.....	12,905 00	
Engineering.....	4,130 00	
		17,035 00
		$146,085 00

(Signed) A. H. Askin,
Chief Engineer.

No. 2 (copy.)

Estimate of Cost of Line from Hamilton to Caledonia..... ..15.03 miles.

(Copy).

Sept. 18, '71.	Right of way.....	$10,000 00	
	Grading.....	23,150 00	
	Fencing	2,112 00	
	Road crossings	1,500 00	
	Bridging, &c.....	4,000 00	
	Freight, passenger, and car sheds, &c.....	3,050 00	
	Main line and sidings, 16 miles.....	91,350 00	
	Ballasting	12,000 00	
			147,162 00
	Contingencies, 5 per cent.....	7,358 00	
	Engineering.....	4,000 00	
			11,358 00
			$158,520 00

(Signed) A. H. Askin,
Chief Engineer.

No. 3. [copy.]

Estimate of Cost of Line from Caledonia to Jarvis.....14.94 miles.

(Copy).

Sept. 18, '71	Right of way.....	$17,450 00	
	Grand River Bridge.....	35,200 00	
	Clearing and Grubbing.....	1,224 00	
	Grading.....	51,480 00	
	Fencing.....	9,728 00	
	Bridging and road crossings.....	12,535 00	
	Main line and sidings, 15 miles.....	85,215 00	
	Ballasting	7,980 00	
	Station buildings, &c.....	8,000 00	
			228,812 00
	Contingencies, 10 per cent.....	22,880 00	
	Engineering.....	7,538 00	
			30,418 00
			$259,230 00

(Signed) A. H. Askin,
Chief Engineer.

No. 4. [COPY.]

Estimate of Cost of Line from Jarvis to Port Dover..... 4.91 miles.

(Copy).

Sept. 18, '71.			
	Right of way.....	$ 9,410 00	
	Clearing and grubbing.....	1,020 00	
	Grading.....	28,230 00	
	Fencing.....	6,022 00	
	Bridging, &c.....	17,640 00	
	Road crossings.....	750 00	
	Main line and sidings, 9½ miles.....	53,637 00	
	Ballasting.....	4,940 00	
	Station buildings, &c.....	5,600 00	
			127,249 00
	Contingencies, 10 per cent.....	12,724 00	
	Engineering.....	4,200 00	
			16,924 00
			$144,173 00

(Signed) A. H. ASKIN,
Chief Engineer.

Memo: (5)

An Act to authorise the construction of a Railway from some point in the City of Hamilton to Caledonia.

Acknowledgement of above.

Memo:

By-Law to aid the Hamilton and Lake Erie Railway Company by a free grant or donation of debentures by way of bonus, to the extent of fifty thousand dollars, subject to certain terms, restrictions and conditions.

Dated Hamilton 27th day of October, 1871.

By-Law to aid the Hamilton and Lake Erie Railway Company, by a free grant or donation of debentures by way of bonus, to the extent of $20,000, subject to certain terms, restrictious and conditions.

Dated, Hamilton, 22nd September, 1871.

By-Law to aid the Hamilton and Lake Erie Railway Company, by a free grant or donation of debentures by way of bonus, to the extent of sixty-five thousand dollars, subject to certain terms, restrictions and conditions.

Dated, Cayuga, 20th day of December, 1871.

Memo (6.)

Map of the Hamilton and Lake Erie Railway, showing its connecting lines.

Memo: (7.)

Printed advertisement asking for tender for the construction and completion of the section of the line between Hamilton and Caledonia, containing 15 miles.

Printed advertisement asking for tender for the supply and delivery of material required in the construction of the section between Hamilton and Caledonia, namely, 1,800 tons rails, and a proportionate quantity of fish plates and fastenings.

Printed advertisement asking for tender for the supply and delivery of ties along the line from Hamilton to Jarvis.

"G."

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, January 30th, 1872.

Jas. Turner, President of the
Hamilton and Lake Erie Railroad,
Hamilton.

SIR,—With reference to the petition of the Hamilton and Lake Erie Railroad Company for aid from the Railway Fund, I have the honour to enquire of you if the estimate of the cost of the line that has been furnished to the Government is based upon actual surveys.

I take this opportunity of observing that in the absence of any statement among your communications to the effect that your company had received assurances of assistance from the late administration, it is presumed that no assurances were given.

I have the honour to be,
Sir,
Your obedient servant.
PETER GOW,
Secretary.

"I."

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, February 6th, 1872.

SIR,—With reference to the petition of the "Hamilton and Lake Erie Railway Company," for aid from the Railway Fund, I have the honour to request you, in addition to the information promised at the recent interview between the representatives of that road and the Government to furnish an authenticated statement of the average comparative price of grain at several of the points along the proposed road and at Hamilton and other places on the lines of railway intersected by it.

I have the honour to be,
Sir.
Your obedient servant,
PETER GOW,
Secretary.

Jas Turner, President,
Hamilton and Lake Erie Railway Company,
Hamilton.

"J."

HAMILTON AND LAKE ERIE RAILWAY,
HAMILTON, 10th February, 1872.

SIR,—I have the honour to acknowledge receipt of your favour of the 6th instant, asking for information in reference to grain, the compiling of which statement has necessarily delayed the forwarding of the other information required in your former letter.

By to-day's express I send profile of line from Lake Erie at Port Dover to Lake Ontario at Burlington Bay, which profile I had the honour of personally submitting to you.

As evidence of the sufficiency of our financial basis for the issue of bonds, I enclose copy of provisional agreement with the Great Western Railway Company, and copies of extracts from letters from C. J. Brydges, Esquire, dated 29th August and 25th October, 1871, on behalf of the Grand Trunk Railway Company, and Milton Courtright, Esquire, of 25th October, 1871, on behalf of the Canada Southern Railway Company, the originals of which are in my possession.

In reference to the latter two railway companies, I may mention that I personally submitted this provisional agreement with the Great Western Railway Company, to Mr. Brydges and Mr. Courtright, at Fort Erie, on the 12th November last, both of whom accepted it as a basis for, jointly with the Great Western Railway Company, leasing our road to their respective companies.

I enclose, by permission, copy of extract from Simpson McCall, Esquire's letter and his telegram of the 23rd September, 1871, and R. Benner, Esquire's letter of 30th January, 1872, and confirm the latter's statement as being made to me by the Hon. J. Sandfield Macdonald at the time stated.

Certified copy of the City of Hamilton By-laws, No. 122 and 133, in reference to the city's taking of stock in the Hamilton and Port Dover Railway Company, to the extent in the aggregate of $500,000, and a certificate of further subscriptions by the Village of Caledonia and individuals, to the extent of $200,000.

Statement of the average comparative price of grain at the present existing grain markets in Haldimand, as compared with Hamilton and Toronto.

It is a matter of notoriety that a large portion of the section of country to be served by this railway, comprising the Township of Tuscarora and part of Oneida and Onandago, over 50,000 acres of Indian Reserve is literally a "*thinly settled tract*," though of the richest land in the Province, and of but little advantage to the Indians, numbering under 2,400, and positively detrimental to the industrial interests of the surrounding country.

The opening of this railway will do more to bring that land into fruitful occupation than any other step, and must lead to action by the Indians themselves, and by the Dominion Government towards placing it on a footing of progress like the rest of the Province.

In conclusion I presume that you will agree with the remarks of the leading paper of the Province of Quebec, in their issue of the 1st instant, that—

"With a financial basis such as the company already have, with the Government grant, to *which they have peculiar claims*, and with the bonds which they have authority to issue, there is little doubt of their ability to carry out the entire scheme."

I have the honour to be,
Sir,
Your obedient servant,
JAMES TURNER,
President.

To the Honourable Peter Gow,
Provincial Secretary,

Memorandum of arrangements between the Hamilton and Lake Erie and the Great Western Railways; between James Turner and John Stuart, on behalf of the Hamilton and Lake Erie, and D. McInnes and Joseph Price for the Great Western, for the purpose of

affording the Great Western Company the facilities for carrying traffic over the Hamilton and Lake Erie Railway.

First.—When the Hamilton and Lake Erie Railway is constructed the cost shall be ascertained, and stated to the Great Western Company, also a statement of the bonuses obtained, which shall be deducted from the cost of the line :

Second.—Upon ascertaining the cash cost less the bonuses, the sum of seven per cent per annum shall be taken as the amount on which the payment for the use of the line by the Great Western shall be taken in making the following calculation :—

Third.—That the total passenger and freight mileage be taken, that is to tons carried one mile upon the H. & L. E. Railway, taking one passenger equal to one ton :

Fourth.—That the passenger and freight mileage carried upon the H. & L. E., by the G. W. be taken, and the amount of the G. W. business done upon the line in comparison with the total business carried on the H. & L. E. by all roads, G. W. included, shall be the measure of the payment to be made by the G. W. for the use of the line. It being the intention that the G. W. is to pay according to the proportion its business bears to the total business carried or done upon the H. & L. E :

Fifth.—That in ascertaining the capital cost of the line upon which this interest is to be calculated, the cost of the portion of the line sum the point of junction of the two roads westward is to be taken as the sum, in view of the fact that the G. W. Co. will not require to use any property between its own track and the water, such facilities being already owned by the G. W. Co :

Sixth.—That in consideration of this agreement the G. W. Company withdraw all opposition to the obtaining of bonuses to aid the H. & L. E. Railway, but will aid that company in obtaining all the bonuses possible.

For the H. & L. E. Railway Company.
James Turner,
John Stuart,

For the G. W. Railway Company.
D. McInnes,
Joseph Price

I hereby certify that the foregoing is a true copy of the provisional agreement between the Hamilton and Lake Erie Railway and the Great Western Railway, and that it is understood between the two companies that the said agreement shall become operative and binding on the Great Western Railway, so soon as the line is complete to Jarvis, so as to form a connection with their line at that point.

James Turner,
President H. & L. E. Railway.

D. McInnes,
Director, G. W. Railway Company.

(Copy) "K"

Grand Trunk Railway of Canada,
Managing Director's office,
Montreal, 29th August, 1871.

My Dear Sir.—I regret that absence from home and a great pressure of business has prevented my sooner giving that full consideration to your letter to Mr. Young, and the communication that he addressed to me, upon the subject of the Hamilton and Lake Erie Railway.

You will get, without change of car, communication at Hamilton with Buffalo, and through it the Eastern States with the whole of the country traversed by the Grand Trunk Railway, north and west of Stratford, and with the Western States through Detroit.

We shall be quite prepared to undertake to run at least two daily passenger trains

between Fort Erie and Stratford, and to make proper connections with them at Caledonia for Hamilton.

Of course it is a difficult question to determine the amount that would have to be paid by each company for such a system of working, but I apprehend that there would be no material difficulty in the three companies coming to an agreement as to the amount which they should each pay for the facilities they would get in running their trains over the road, as such a short road as the one you are president of cannot be worked at any considerable profit, but I have no doubt that such arrangements could be made as would ensure a rent from each company, equal in the aggregate to what would be necessary to meet the interest upon your bonded debt.

I should so far as this company is concerned be quite prepared to enter into an arrangement upon that basis.

I am,

James Turner, Esq., Yours very truly,
Hamilton, Ont. (Signed,) C. J. Brydges.

"L"

Grand Trunk Railway of Canada,
Managing Director's Office,
Montreal, 25th October, 1871.

My Dear Sir,—Referring to our previous correspondence, it may be as well, perhaps, if I write you a letter to say, that you may fully rely upon this company carrying out what I have from time to time written to you upon the subject of the Hamilton and Lake Erie Railway.

Your object of course is to build a railway and have it worked, so that you will not be put to the expense of finding rolling stock, or the cost of running it.

As I have already told you, I shall be quite prepared, in conjunction with the Great Western and Southern, if they desire it, to work over your railway, or until you make arrangements with them to work it ourselves, paying under either set of circumstances, such an amount as may on due consideration be agreed to. What I want you to understand, is, that we are quite ready to do all in our power to work the line when completed, so as to enable us to get an entrance into Hamilton, and to throw the whole of our line open to the business of your city.

Until it is known precisely what the other companies will do, it will not be possible to define accurately the terms, but I write this letter to assure you that under any circumstances you may depend upon this company entering into such arrangements as I have mentioned.

I am,
Yours faithfully,

James Turner, Esq., C. J. Brydges.
President, Hamilton and Lake Erie Railway, Hamilton,

(Copy.) "M."

The Canada Southern Railway Company.
New York, Oct. 14th, 1871.

James Turner, Esq.
President, Hamilton and Lake Erie Railway Company, Hamilton, Ontario.

Dear Sir,

Your favour of the 11th inst., is received, I am much gratified at the prospect of your company. In addition to the benefit it will be to your city and the country through which the railway will pass, I have no doubt but that you will receive an immediate net

revenue sufficient at least to pay the interest on the bonds you propose to issue with a yearly increasing revenue thereafter.

Should you desire it, our company will be prepared to make arrangements, either conjointly with other companies, or alone, for working the line in the manner best calculated to promote the interest alike of the city, the county and of the companies concerned.

Very respectfully,
(Signed) M. COURTRIGHT,
President,

(Copy.) "N."

Extract from letter, dated 23rd September, 1871, from Simpson McCall, Esq., Vittoria.

"I received and answered your telegram, but did not telegraph Hon. J. S. Macdonald, as you desired, as I had already secured the object you were seeking so far as promises go, and I confidently rely, if the present Ministry hold on, you will get the Government Bonus from Caledonia West.

"I have endeavoured to secure the appointment of a gentleman as the Government Inspector, to report, when the proper times arrives, upon all the railways asking aid from the $1,500,000 set apart last Session to aid railways, so that I have no doubt of your success in Government aid. You will perceive that I have been quietly at work in my way for the best success of your enterprise, in fact, I made the sustaining of your railway a leading issue in the election for this riding last March, and was sustained by a respectable majority. The gentleman who opposed me in the interest of the Loop line and the Brantford and Simcoe line, was elected to attend to his own business.

"The electors of the South Riding of Norfolk, evince a deep interest in the success of the Hamilton and Lake Erie Railway. I anticipated hearing from you long since with respect to this enterprise."

"O."

(Copy.)

Copy of telegram dated 23rd Sept., 1871, from Simpson McCall, Vittoria.

"Bonus from Caledonia West is guaranted from the Government."

"P."

(Copy.)

Copy of letter dated 30th January, 1872, from R. Benner, Esq., Toronto.

"In reply to yours of yesterday, asking for my recollection of a conversation that you and I had with the Hon. J. S. Macdonald, in one of the halls of the House during the last Session when the Railway Aid scheme was before the House.

"I remember Mr. Macdonald saying, that the Hamilton and Lake Erie Railway would be entitled to aid under the Bill then before the House."

"Q."

(Copy.)

OFFICE OF CHARLES R. SMITH,
Produce Commission Merchant,
HAMILTON, ONT., February 9th, 1872.

Jas Turner, Esq.,
President, H & L. E. R. Co.

SIR,—I hand you herewith Hamilton market quotations of grain for two years, 1870, 1871, being average price of each week.

I have no means of obtaining the regular quotations of markets in the County of Haldimand, but believe the figures as given by you to the people of that county, dated Nov. 11th, 1871, and which were not to my knowledge ever contradicted, notwithstanding the dealers in the county had every opportunity of doing so, are correct. I know also, that the general range of prices during the past two years, in the markets of the County of Haldimand, have been 12 to 15 cents per bushel on all kinds of grain less than in this city, and at times a much wider range; owing to the difficulty of transportation, operators did not feel justified in any speculations there.

Am perfectly satisfied that the Hamilton and Lake Erie Railway, will be the means of making the markets of that county equal with Hamilton and Toronto, for the benefit of the agricultural population generally.

Yours respectfully,

C. R. Smith.

From a table which I have prepared, I give the following prices on the 20th of October last:

	Hamilton.	Dunnville.	Cayuga.	Toronto.	Port Dover.
October 20.					November 2.
White Wheat	$1 33 to $1 35	$1 20 to $1 20	$1 18 to $1 18	$1 33 to $1 34	$1 18 to $1 22
Spring "	1 23 " 1 25	1 00 " 1 14	1 15 " 1 15	1 22 " 1 23	1 08 " 1 10
Barley	0 53 " 0 55	0 45 " 0 50	0 48 " 0 48	0 52 " 0 58	0 30 " 0 35
Peas	0 63 " 0 65	0 55 " 0 60	0 55 " 0 55	0 71 " 0 73	0 48 " 0 48
Oats	0 37 " 0 38	0 30 " 0 35	0 38 " 0 38	0 37 " 0 38	0 30 " 0 35

There is nothing more distinctly recognised in political economy, nor more palpably evident to common sense, than that the only permanent difference which can exist between the prices of different markets—under free competition— is the cost of transit from the cheaper to the dearer one. I have estimated the cost of transit from Hagersville to Hamilton, by the present method, at about 12 cents per bushel for wheat. The actual difference in price shown between Cayuga and Hamilton considerably exceeds this and shows that my estimate is not excessive, since the cost of transit from that place would not greatly differ from that from Hagersville. If the saving by rail from Hagersville to Hamilton is 8 cts 4 mills per bushel, we have to make allowance for the cost of bringing it to the station, in case the railway was in operation. This, of course, would depend to some extent upon the distance it had to be brought. Within a radius of seven or eight miles from the station, an allowance of 2½ cents per bushel, or $1.25 per load would be sufficient; we have then a clear gain to the farmer of six cents and a fraction per bushel, but let us call it six cents. Now, on a farm of 100 acres, a reasonable yield of wheat would be 400 bushels—20 acres being sown, deducting 70 bushels for seed and family use,—the average family of five persons being supposed – there would be 330 bushels to sell, which, at an advance of six cents, shown a gain of $19.80 on the year's operations in wheat alone.

But wheat is only one of the articles which the farmer has to sell, and every other article would be affected in exactly the same way. Take butter for instance. On the 2nd of the present month, the latest date on which I have made a comparison of the markets, butter sold in Dunnville at from 14c to 15c per lb, in Hamilton at from 19c to 23c, or a difference of 7c between the highest prices in each case, equal to $7 per 100 pounds. According to the local freight rates of the Great Western, a hundred pounds of butter would be carried from Dunnville to Hamilton for 17 cents, where, of course, Hamilton prices could be got for it. I might go through in the same way with every article which the farmer produces. But if you will keep in mind, which I trust I have made clear to you, that the difference in prices between your markets and that of Hamilton, represents the cost of transport, and that every cent of reduction in that cost inures to your profit, you will have no difficulty in going through with the whole calculation yourselves.

James Turner,
President,
Hamilton and Lake Erie Railway.

Hamilton, Nov. 11th, 1871.

(Copy)

AVERAGE PRICE OF GRAIN IN HAMILTON ONCE A WEEK FOR TWO YEARS.

Week ending.	White Fall Wheat.		Red Fall Wheat.		Barley.		Oats.		Peas.	
	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.
January 8	87	132	84	119	53	57	32	45	52	66
" 10	87	128	84	121	53	57	32	43	54	66
" 17	90	140	83	129	53	59	32	41	54	71
" 24	92	145	85	135	57	59	32	41	55	75
February 1	89	146	83	135	56	60	31	56	56	78
" 7	87	144	82	135	56	64	32	56	56	80
" 14	90	144	85	134	56	64	36	53	56	82
" 22	89	142	87	133	..	70	32	55	56	78
" 28	89	142	86	134	..	70	34	54	56	78
March 7	96	138	87	137	..	71	34	55	54	84
" 14	100	139	87	135	..	68	34	55	58	85
" 21	103	137	89	134	..	65	30	53	59	86
" 28	100	137	90	136	..	65	32	54	61	86
April 4	104	138	95	135	..	72	38	52	.	88
" 11	104	140	93	136	..	72	37	53	...	88
" 18	103	140	93	137	..	70	35	50	...	89
" 25	105	140	95	137	..	72	35	50	...	90
May 2	106	139	97	135	..	..	38	45	69	89
" 9	108	137	97	134	..	..	38	48	69	91
" 16	106	139	98	134	..	..	38	48	66	91
" 22	108	140	100	130	...	..	38	45	65	86
" 30	110	139	103	131	..	..	38	45	64	86
June 6	116	134	105	129	..	...	37	48	75	..
" 13	125	132	108	128	..	..	42	49	73	..
" 20	147	130	108	123	..	...	42	47	70	.
" 27	150	126	112	120	..	..	41	48	...	
July 4	133	126	115	120	..	..	40	49	.	
" 11	127	125	122	122	..	..	40	49	...	.
" 18	122	125	123	118	..	..	41	54	..	..
" 25	122	124	120	120	..	...	40	52	..	..
August 2	120	122	118	114	..	...	36	46	.	..
" 9	122	118	115	115	.	...	37	46	.	..
" 16	118	116	120	108	..	...	37	45	...	..
" 23	125	115	118	110	70	...	36	42	...	..
" 30	123	115	121	114	70	...	35	42	...	.
September 6	122	118	116	117	67	58	35	40	...	.
" 13	119	125	115	117	75	58	35	36	..	
" 19	118	126	116	117	76	56	33	36	..	
" 26	116	128	112	114	79	63	36	35	..	.
October 3	115	133	109	120	73	59	42	36	71	72
" 10	115	140	108	125	70	56	40	36	70	72
" 17	124	140	109	123	67	57	36	35	70	70
" 24	123	138	108	122	60	59	36	39	68	70
" 31	123	133	109	122	62	52	36	39	68	71
November 7	120	132	109	118	62	58	42	39	69	70
" 14	120	131	108	116	60	56	43	37	69	70
" 24	126	130	107	120	60	62	46	40	68	68
" 28	125	131	109	122	60	63	45	45	66	70
December 7	127	132	110	124	59	68	47	45	64	66
" 12	129	133	112	125	63	64	42	44	65	64
" 19	130	130	114	125	58	63	40	44	64	65
" 25	129	130	116	123	58	63	40	44	64	65

Your obedient Servant,

C. R. Smith,
Produce Commission Merchant,
Hamilton.

"R."

(Copy.)

BY-LAW No. 122.

By-law No. 122—To enable corporation to subscribe for 2000 shares in the Hamilton and Port Dover Railway Company.

By-law to enable the Corporation of the City of Hamilton to subscribe for two thousand shares in the Hamilton and Port Dover Railway.

Whereas the Railway Clauses Consolidation Act declares that it shall apply to every railway which shall by any Act, which shall thereafter be passed, be authorized to be constructed, if the first mentioned Act shall be incorporated with such Act:

Preamble.

And whereas an Act of the Parliament of this Province, passed in the sixteenth year of Her Majesty's reign, entitled "an Act to incorporate the Hamilton and Port Dover Railway Company," authorized the said company to make and complete a railway, to be called "the Hamilton and Port Dover Railway Company," and certain clauses of said first mentioned Act are incorporated therewith:

And whereas also the Railway Clauses Consolidation Act provides that municipal corporations in this Province may subscribe for any number of shares in the capital stock of, or lend to, or guarantee the payment of, any sum of money borrowed by any such company from any incorporation or persons, or endorse or guarantee the payment of any debenture by such company for the money by them borrowed, and that they shall have power to assess and levy from time to time upon the whole rateable property of the municipality, a sufficient sum for them to discharge the debt or engagements contracted, and that no municipal corporation shall subscribe for stock or incur any debt or liability under that Act or the Special Act, unless and until a By-law to that effect shall have been duly made and adopted, with the consent first had of the majority of the qualified electors of the municipality, to be ascertained in such manner as shall be determined by the said By-law after public advertisement thereof containing a copy of such proposed By-law, inserted at least four times in each newspaper printed within the limits of the municipality.

And whereas the Mayor, Aldermen and commonalty of the City of Hamilton, as one of the municipal corporations therein intended by, and with the consent first had and obtained in manner hereinafter mentioned by a majority of the qualified electors of the said city, present at a meeting duly called for that purpose, by a public advertisement containing a copy of this By-law inserted at least four times in each newspaper within the limits of the said City of Hamilton, in the manner by the said Act provided, and held at the City Hall in the City of Hamilton, on Monday, the sixteenth day of July, in the year of our Lord one thousand eight hundred and fifty-five, have agreed to subscribe for two thousand shares in the capital stock of the Hamilton and Port Dover Railway Company.

Mayor authorised to subscribe on behalf of the City Council for 2,000 shares in Hamilton and Port Dover Railway Company.

Be it therefore enacted by the Mayor, Aldermen and commonalty of the City of Hamilton, in Council assembled, under and by virtue of the Upper Canada Municipal Corporation Acts, and by and with such consent of a majority of the qualified electors of the said city so obtained as hereinafter mentioned:—That the mayor be and he is hereby authorized to subscribe for and in the name and on the behalf of the city council for two thousand shares in the capital stock of the Hamilton and Port Dover Railway Company.

To issue debentures in payment thereof of not less than £25 each.

Second—That the mayor of the city for the time being shall have power and he is authorized and required from time to time to issue debentures in payment of the said stock, in sums of not less than twenty-five pounds each, in the same proportions and at the same times as the calls upon the stock shall be made answerable in the case of other shareholders.

Interest payable half yearly. Debentures pay-

Third—That the said debentures shall bear interest from the dates thereof respectively at the rate of six per centum per annum, which interest shall be

able in 20 years, redeemable after 5 years if desired.

payable at the office of the chamberlain of the said city half yearly, on the first day of January, and the first day of July, and they shall be signed by the mayor and countersigned by the chamberlain of the said city, and shall have coupons attached to each for the said interest with the signature or initials of the mayor and treasurer thereto, and the said debentures shall be payable twenty years after their date and issued with a proviso that the said council may redeem them at any time after five years if they shall desire to do so.

Special rate to be levied to pay said debentures.

Fourth—That for the payment of the said debentures so given for the said stock and the half yearly interest thereon, there shall be levied and raised upon the whole rateable property, both real and personal within the said city a special rate in each year over and above, and in addition to all other rates whatsoever, as follows:—

After 1855 until and including 1875 annual rate of 5d in £. In 1876, 6s 10d in £, to pay interest for that year and the debentures.

In each year after the present year one thousand eight hundred and fifty-five until and including the year one thousand eight hundred and seventy-five, a rate of five pence in the pound upon the ratable property of the said city: In the year one thousand eight hundred and seventy-six, the sum of six shillings and ten pence in the pound upon all ratable property in the city to pay the interest on the debentures for that year and the said debentures: Provided always

Proviso in case whole of said debentures should not become payable in that year.

that if the whole of said debentures should not become payable in that year, then so much of said rate of six shillings and ten pence shall only be levied and raised as shall be sufficient to pay the interest, and such part or amount of debentures as shall become due in that year, and the residue of said rate together with so much of a further rate of six shillings and ten pence in the pound upon the ratable property as shall be required to discharge the residue of the said debentures in the next succeeding year, and every succeeding year until the said debentures and the interest thereon shall be fully paid.

Council not to dispose of shares except for liquidating debentures or securing payment thereof: proviso that until whole of debentures shall issue proportionable rates shall be levied.

Fifth—That the said council shall not at any time before the said debentures are fully satisfied, sell or dispose of the said shares or any of them, except for the purpose of buying in or liquidating the said debentures or otherwise securing the due payment thereof, and provided always that until the whole of the said debentures shall issue there shall be so levied and raised in each year for the payment of the debentures actually issued a portion only of the same rates hereby settled to be levied and raised bearing such proportion to the rates hereinbefore settled as the debentures actually issued shall bear to the full amount authorized to be issued.

As to overplus collected and proceeds of sales of stock.

Dividends and profits.

Sixth—That any overplus of any amount collected in any year that shall remain after paying the interest of the said debentures, shall be either funded or forthwith applied to the liquidation of the said debentures as shall also all proceeds of sales of any of the said stock and all dividends and monies received and profits that shall at any time accrue or come to the said council in respect of such stock.

Public meeting to be held to ascertain if majority of electors consent to By-law.

Seventh—That the consent of the majority of the qualified electors of the said city, to the city council of the said city, subscribing for two thousand shares in the capital stock of the Hamilton and Port Dover Railway Company shall be ascertained at a public meeting to be held at the City Hall on Monday the sixteenth day of July, in the year of our Lord eighteen hundred and fifty-five, at twelve o'clock noon of that day, at which hour the mayor of the said city, if he be there present, or in absence any of the aldermen of the city, shall take the chair and call the meeting to be there held to order, and the mayor or alderman shall then submit to the electors then and there present the question, "Shall the city council of the said city subscribe for two thousand shares in the Hamilton and Port Dover Railway Company, according to the provisions of the Railway Clauses Consolidation Act or not?" And the person presiding shall declare whether in his opinion the majority is for the approval or disapproval of the By-law, and his decision, if not forthwith appealed from shall be final

Eighth—Any six duly qualified municipal electors, present at any such meeting, may appeal from the decision of the person presiding and demand a poll, and such a poll shall be granted and held at the city hall, by the person presiding at the meeting, and shall be immediately taken by him, the clerk of the municipality acting as poll clerk, each elector shall then present himself in turn to the person presiding, and shall give his vote "yea or nay," the word yea meaning that he approves the proposed By-law, and the word nay, that he disapproves the same, and that all municipal electors possessed of the necessary property qualifications to vote for aldermen and councillors for said city, whose names appear on the assessment rolls used at the last municipal election, shall be entitled to vote notwithstanding their not being residents of the ward, in which said polling place is held.

Poll may be demanded. Manner in which taken.

Ninth—The person presiding shall adjourn the poll at four o'clock on the day of meeting, until ten o'clock of the forenoon of the following day, not being a Sunday or Statutory Holyday, when the poll shall be continued as on the first day, but shall be closed at four o'clock of such second day. It shall be closed at any time on the first or second days if one half hour shall elapse without a vote being recorded.

As to adjournment and closing of poll.

Tenth—At the close of the polls the person presiding shall count the yeas and nays, and ascertain and certify for the information of the council which originated the By-law whether the majority is for the approval or disapproval of the said By-law, and such certificate shall be countersigned by the clerk of the municipality acting as secretary of the meeting, and kept by him with the poll list among the records of his office.

Council to be informed of the result.

Certificate thereof countersigned by clerk of municipality to be kept by him with poll list among records of his office.

Eleventh—That this By-law shall be inserted four times in each newspaper printed within the said city previous to the sixteenth day of July next.

Passed the twenty-sixth July, 1855.

[L.S.] (Signed) CHARLES MAGILL,
Mayor.

(Signed) THOS. BEASLEY,
City Clerk.

Copy.) "S."

BY-LAW No. 133.

By-law 133. For taking 3,000 shares in the Hamilton and Port Dover Railway.

BY-LAW to enable the corporation of the City of Hamilton to subscribe for three thousand shares in the stock of the Hamilton and Port Dover Railway.

Preamble.

Whereas the Railway Clauses Consolidation Act declares that it shall apply to every railway which shall by any Act, which shall thereafter be passed, be authorized to be constructed if the first mentioned Act shall be incorporated with such Act;

And whereas an Act of the Parliament of this Province passed in the sixteenth year of Her Majesty's reign, entitled "an Act to incorporate the Hamilton and Port Dover Railway Company," amended by an Act of the said Province, passed in the nineteenth and twentieth years of Her said Majesty's reign, entitled "an Act to revive, continue and amend the Act incorporating the Hamilton and Port Dover Railway Company," authorizedthe said company to make and complete a railway to be called "the Hamilton and Port Dover Railway," and certain clauses of the said first mentioned Act are incorporated therewith:

And whereas the said Railway Clauses Consolidation Act also provides that municipal corporations in this Province may subscribe for any number of shares

in the capital stock of, or lend to or guarantee the payment of any sum to be issued by such company from any corporation or person, or endorse or guarantee the payment of any debenture to be issued by such company for the money by them borrowed: and that they shall have power to assess and levy from time to time upon the whole ratable property of the municipality a sufficient sum for them to discharge the debt or engagement so contracted: and that no municipal corporation shall subscribe for stock or incur any debt or liability under that Act or the special Act, unless and until a By-law to that effect shall have been duly made and adopted with the consent first had of a majority of the qualified electors of the municipality, to be ascertained in such manner as shall be determined by the said By-law after public advertisement thereof, containing a copy of such proposed By-law inserted at least four times in each newspaper printed within the limits of the municipality:

And whereas the Mayor, Aldermen and commonalty of the City of Hamilton, as one of the municipal corporations in and by the said Railway Clauses Consolidation Act intended, by and with the consent first had and obtained, in manner hereinafter mentioned, of a majority of the qualified electors of the said city present at a meeting duly called for that purpose by a public advertisement, containing a copy of the By-law, inserted at least four times in each newspaper printed within the limits of the said City of Hamilton, in the manner by the said Act provided, and held at the hall of the Mechanics' Institute in the said City of Hamilton, on Friday, the twenty-ninth day of August, in the year of our Lord, one thousand eight hundred and fifty-six, have agreed to subscribe for three thousand shares in the capital stock of the Hamilton and Port Dover Railway Company, in addition to the stock already held and subscribed for by them:

And whereas the amount to be raised annually, according to the one hundred and seventy-seventh section of the Upper Canada Municipal Corporation Act of one thousand eight hundred and forty-nine, as a special rate for the payment of the debt hereby intended to be created and the interest thereof within the time hereby limited for the payment thereof, is six thousand pounds:

And whereas the whole ratable property of the City of Hamilton, according to the assessment returns for the said city for the year one thousand eight hundred and fifty-five, amounted to the sum of one hundred and ninety thousand four hundred and seventy-nine pounds nine shillings and ten pence:

And whereas the annual rate in the pound upon such ratable property required as a special rate for the payment of the said interest, and for the creation of a sinking fund, for the payment of the principal of such debt, according to the requirement of the said one hundred and seventy-seventh section of said Act, in addition to all other rates, is seven pence three farthings in the £:

Be it therefore enacted by the Mayor, Aldermen, and commonalty of the City of Hamilton, in Council assembled, under and by virtue of the Upper Canada Municipal Corporations Act, and by and with such consent of a majority of the qualified electors of the said city so obtained as hereinafter mentioned, and it is hereby enacted:

Mayor authorized to subscribe for 3,000 additional shares.

First.—That the mayor be and is hereby authorized and empowered to subscribe, for and in the name and on the behalf of the Corporation of the City of Hamilton, for three thousand additional shares in the capital stock of the Hamilton and Port Dover Railway Company.

Mayor to issue debentures, &c.

Second.—That the mayor of the said city, for the time being, shall have power, and he is hereby authorized and required, from time to time, to issue debentures in payment of the said stock, in sums of not less than twenty-five pounds each.

Interest payable half-yearly.

Third.—That the said debentures shall be payable either in sterling money of Great Britain or in the currency of the Province, and shall bear interest from the dates thereof, at the rate thereof, of six per centum per annum, which interest shall be payable at such place or places as the city council shall from

time to time decide upon; half-yearly, on the first day of January and the first day of July in each year; and they shall be signed by the mayor, and countersigned by the chamberlain of the said city, and shall have coupons attached to each for the said interest with the signature or initials of the mayor and chamberlain thereto, and the said debentures shall be made payable on the first day of July, one thousand eight hundred and seventy-six. 1st January. 1st July. Debentures payable 1st July, 1876.

Fourth—That for the payment of the said debentures so given for the said stock, and the half yearly interest thereon there shall be levied and raised upon the whole ratable property within the said city, both real and personal, according to the assessment returns for the same for the last financial year a special rate in each year over and above, and in addition to all other rates whatever, that is to say, in each year after the present year one thousand eight hundred and fifty-six until, and including, the year one thousand eight hundred and seventy-six, a rate of seven pence three farthings in the £ upon the ratable property of the said city, to pay the interest on the debentures in each year, and for the purpose of raising a sinking fund for the discharge of the said debentures. Special rate to be levied. 7¾d. in £.

Fifth—That the said council shall not, at any time before the said debentures are fully satisfied, sell or dispose of the said shares or any of them, except for the purpose of buying in or liquidating the said debentures or otherwise securing the due payment thereof. Shares not to be sold, &c.

Sixth—That the consent of the majority of the qualified electors of the said city to the council of the said city, subscribing for three thousand additional shares in the capital stock of the said Hamilton and Port Dover Railway Company, shall be ascertained at a public meeting, to be held at the Hall of the Mechanics' Institute of the said city, on the twenty-ninth day of August, in the year of our Lord one thousand eight hundred and fifty six, at ten o'clock in the forenoon of that day, at which hour the mayor of the said city, if he be then present or in his absence, any one of the aldermen of the said city shall take the chair and call the meeting to be then and there held to order, and the said mayor or alderman shall submit to the electors then and there present the following question: 'Shall the Council of the City of Hamilton subscribe for three thousand additional shares in the Hamilton and Port Dover Railway Company, according to the provisions of the Railway Clauses Consolidation Act or not?' And the person presiding shall declare whether in his opinion the majority is for the approval or disapproval of the By-law, and his decision if not forthwith appealed from shall be final. Consent of majority of electors to be ascertained at a public meeting on the 29th Aug., 1856. Question to be submitted to electors. Person presiding to declare his opinion as to majority.

Seventh—That any six duly qualified municipal electors present at the said meeting, or any adjournment thereof, may appeal from the decision of the person presiding and demand a poll, and such poll shall be granted, and held at the Hall of the Mechanics' Institute by the person presiding at the meeting, and shall be immediately taken by him, the clerk of the municipality acting as poll clerk, each elector shall then present himself in turn to the person presiding, shall give his vote "yea or nay," the word yea meaning that he approves of the proposed By-law, and the word nay that he disapproves of the same and that all municipal electors possessed of the necessary property qualifications to vote for aldermen and councillors for the said city, whose names appear on the assessment roll used at the last municipal election, shall be entitled to vote, not withstanding their not being residents of the ward in which said polling place is situated Appeal from decision, &c. Poll, &c.

Eighth—The person presiding shall adjourn the poll at four o'clock on the day of meeting until ten o'clock in the forenoon of the following day, not being a Sunday or Statutory Holyday, when the poll shall be continued as on the first day, but shall be finally closed at four o'clock of such second day: nevertheless it shall be closed at any time of the first or second day, if one half hour shall elapse without a vote being recorded. Time of holding poll.

Ninth.—That at the close of the poll the person presiding shall count the yeas and the nays, and ascertain and certify for the information of the council Result to be certified to the council.

which originated the By-laws, whether the majority is for the approval or disapproval of the said By-law, and such certificate shall be countersigned by the clerk of the municipality as secretary of the meeting, and shall be kept by him with the poll list, among the records of his office.

Advertising By-law, &c.

Tenth.—That this By-law shall be inserted four times in each newspaper printed within the said city, previous to the twenty-ninth day of August next.

To come into operation on the 1st Sep., 1856.

Eleventh.—That this By-law shall take effect and come into operation on the first day of September, in the year of our Lord one thousand eight hundred and fifty-six.

[*L.S.*] (Signed) JAMES CUMMINGS,
Mayor.

(Signed) THOS. BEASLEY,
City Clerk.

I, D. B. Chisholm, of the City of Hamilton, Esquire, Mayor of the said city, do hereby certify,—

That the foregoing are true copies of By-laws Nos. 122 and 133, passed by the city council of the said city, in aid of the Hamilton and Port Dover Railway, for fifty thousand pounds and seventy five thousand pounds respectively, and that debentures of the city were duly issued under the same, as follows :—

26th January, 1857	£2,500	0	0		$200,000 00
" "	3,800	0	0	St'g.	300,000 00
In all..					$500,000 00

T.

BONUS GIVEN BY THE VILLAGE OF CALEDONIA.

I further certify that similar aid was granted by the Village of Caledonia to the extent of forty thousand dollars.

And the individual subscriptions to the undertaking in Hamilton, Caledonia and neighbourhood exceeded $160,000.

Dated this 8th day of February, 1872.

(Signed) D. B. CHISHOLM,
Mayor of Hamilton.

Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, copies of all memorials or communications addressed to the Government, or any member thereof, or to the Department of Public Instruction, from the German population of the Counties of *Bruce* and *Grey* relating to the School Law.—(*Not Printed.*)

RETURN

To an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor praying that he will cause to be laid before the House a Copy of any Memorial or Petition to His Excellency from the Canada Central Railway Company in relation to any claim for land or other compensation for the construction of any portion of the said Railway, and of any correspondence between the Government and the said Company on the subject.

By Command,

PETER GOW,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 13th February, 1872.

LAND GRANT OF THE CANADA CENTRAL RAILWAY.

SCHEDULE OF CORRESPONDENCE AND PAPERS.

"A." } —Letter from Commissioner of Public Works to Messrs. Killaly and Reid
"B." } instructing them to examine line of railway from Ottawa to Carleton Place.—October 29th, 1870.

"C."—Report of Messrs. Killaly and Reid and Appendix.—December 3rd, 1870.

"D."—Letter from J. L. Macdougall to Provincial Secretary with petition of Eric Harrington and others of County of Renfrew.—February 13th, 1871.

"E."—Letter from President of Company to Provincial Secretary.—February 25th 1871.

"F."—Memorial of Company with

"G."—Appendix A. and B.—September 17th 1870.

"H."—Letter from George Eady with petition from Township of Horton.—February 28th, 1871.

"I."—Letter from President to Provincial Secretary.—January 29th, 1872.

(Copy)

"A."

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, 29th October, 1870.

SIR,—As you are probably aware, the line of railway from Ottawa to Carleton Place, which is called or alleged to be a part of the Canada Central Railway, was opened a short time ago. The Government of Ontario is desirous of obtaining information as to its condition; and, with a view thereto, I beg to request that you will have the kindness to put yourself in communication with Geo. L. Reid, Esq., Chief Engineer of the Great Western Railway, Hamilton, and in conjunction with him proceed to examine the before mentioned line from Ottawa to Carleton Place, including the grading, ballasting and laying down the track, the stations, bridges, culverts, rolling stock and other appurtenances for the proper working of the line so

as to ascertain its present condition in these respects, and to form a judgment as to what the condition was on the 18th September last, with a view to instituting a comparison with the Great Western Railway in accordance with the 18th section of the Act 19 & 20 Vic. c. 112, to which I beg to refer you.

I shall be glad to receive the joint report of the result of your inspection as soon as convenient.

I have the honour to be, Sir,
Your obedient servant,
(Signed) JOHN CARLING,
Commissioner.

The Hon. H. H. Killaly,
Toronto, Ont.

(Copy.)

"B."

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, 29th October, 1870.

SIR,—As you are probably aware, the line of railway from Ottawa to Carleton Place which is called or alleged to be a part of the Canada Central Railway, was opened a short time ago. The Government of Ontario is desirous of obtaining information as to its condition; and, with a view thereto, I beg to request that you will have the kindness to put yourself in communication with the Honourable H. H. Killaly, Toronto, and in conjunction with him proceed to examine the before mentioned line from Ottawa to Carleton Place, including the grading, ballasting and laying down the track, the stations, bridges, culverts, rolling stock and other appurtenances for the proper working of the railway so as to ascertain its present condition in these respects, and to form a judgment as to what the condition was on the 18th September last, with a view to instituting a comparison with the Great Western Railway in accordance with the 18th section of the Act 19 & 20 Vic., c. 112, to which I beg to refer you.

I shall be glad to receive the joint report of the result of your inspection as soon as convenient.

I have the honour to be, Sir,
Your obedient servant,
(Signed) JOHN CARLING,
Commissioner.

George L. Reid, Esq.,
Chief Engineer G. W. R., Hamilton, Ont.

(Copy.)

"C."

TORONTO, 3rd December, 1870.

To the Honourable John Carling,
Commissioner of Public Works, Ontario.

SIR,—By your letter of instructions dated 31st October last, addressed to the undersigned, we were requested to proceed to examine the line of "railway from Ottawa to Carle-"ton Place (called or alleged to be a part of the Canada Central Railway), including grad-"ing, ballasting and laying down the track, the stations, bridges, culverts, rolling stock and "other appurtenances for the proper working of the line so as to ascertain its present condi-"tion in these respects, and to form a judgment as to what the condition was on the 18th "September last, with a view to instituting a comparison with the Great Western Railway "in accordance with the 18th section of the Act 19 and 20 Vic., c. 112," and further "to "report jointly the result of our inspection."

Having made, in compliance with the foregoing instructions, a very careful examination of the line from Carleton Place to Ottawa, during which we were attended by Mr. Abbott,

the managing director, and by Mr. Stark, the engineer, by whom we were afforded all the information we desired to obtain, and were given free access to the plans, specifications, progress, estimates, etc., etc., we have now the honour to report jointly the result of our inspection:—

ROUTE OF THE RAILWAY.

The length of the line from Ottawa to Carleton Place is twenty-eight and one half miles; its course is nearly in a straight direction between those two points, passing through Bells' Corners, and one or two small hamlets, and uniting with the Brockville and Ottawa Railway at Carleton Place.

CURVES.

There are but seven curves in the whole distance. The minimum radius of these curves is 5,730 feet, and their aggregate length, exclusive of the curves at both termini, is about two miles.

SUMMIT.

The summit of the railway is near Stittsville 18½ miles from Ottawa. The elevation of summit is about 315 feet over the level of the river above the Chaudiere at Ottawa and about 50 feet above the terminus at Carleton Place.

GAUGE.

The gauge of the railway is five feet six inches.

PROGRESS OF THE WORKS.

The line passes through a very favourable tract of country as regards construction. It was commenced in the fall of 1869, but very little was done before winter set in, so that nearly the whole of the work has been executed between the first of April and the 18th of September of this year, the latter date being that of the opening of the road for public traffic.

EARTHWORKS.

The earthworks generally of this railway are of a light character, not exceeding an average of 10,000 cube yards per mile. The cuttings are specified to be 24 feet wide at bottom, and the embankments to be 16 feet wide at top. At the period of our visit the majority of the cuttings were unfinished, their side slopes being in course of removal and the ditches or water tables being opened. The material from the sides of the cuttings was being applied to the widening of the embankments which in most cases were considerably short of the specified dimensions. Owing to the rapidity of their formation some of these banks are by no means permanently consolidated, and they have in consequence subsided a good deal, and will have to be raised next spring. We found the work of widening the embankments and removing the side slopes of the cuttings was being vigorously prosecuted, as is shewn by the progress estimates for the months of September and October, see appendix No. 1.

FENCING.

The line is nearly all fenced, in some parts with a good post and board fence, in others by a rail or substantial log fence. In the burned district several miles of fencing were destroyed, but steps were being taken for its immediate renewal.

MASONRY.

The masonry of the bridges (namely, one near the Chaudiere terminus of 60 feet span, one over a public road about nine miles from Ottawa of 30 feet span in line of the skew, and one of 30 feet span over a creek about 26 miles from Ottawa), is excellent rock faced ashlar work, as is also that of the larger class of culverts. The side walls of the smaller culverts and cattle guards is of dry stone masonry, which, however, it is intended to lay in mortar hereafter.

WOODEN BUILDINGS.

The superstructure of the bridges consists of wooden trusses well framed, neatly finished and painted, and of abundant strength.

THE TRACK.

The track is laid with rails of the ordinary T pattern, weighing 63lbs. per yard, manufactured by Messrs Bolekow and Vaughn, of England. They are 24 and 27 feet in length, fish jointed and fastened at each joint by four screws, bolts and nuts. The ties are laid at distances of 30 inches apart from centres. They consist chiefly of the timber of the vicinity, viz., Tamarac and Hemlock, a portion of them are hewn on two sides, the others are squared at the mill. The rails are secured by two spikes at each tie.

The ballasting is specified to be twelve inches in depth under the bottom of the ties, and to average 3,000 cube yards per mile. The ballast at the Ottawa end is composed of coarse sand obtained in the vicinity; the remainder is from a very fine gravel pit at Stittsville.

But little of the line is yet fully ballasted; and we consider that much more than one half of the ballasting remained to be done at the time of our inspection. We found, however, that there was every indication of the company's intention to continue this work until the entire track should be brought into excellent running order. They had two engines with some 20 or 30 gravel cars, and a strong force of men employed in procuring and laying down ballast.

CHAUDIERE TERMINUS.

At Ottawa, or rather the Chaudiere terminus, there is at present a temporary passenger station consisting of ticket office and waiting room, &c., also a commodious freight shed and platforms. There is likewise an engine shed built of stone and wood with stalls for three engines and two water tanks, and having in front of it a good wooden turntable of 45 feet diameter. The station yard has a long siding in connection with the freight shed extending to the lumber yards on the bank of the river above the falls. The course at this terminus is about 1,200 feet long with a radius of 1 150 feet. We were informed by the managing director that it is intended to extend the line to Metcalf Street in the city, a distance of nearly two miles where the permanent passenger and freight buildings will be located.

CARLETON PLACE TERMINUS.

The terminus at Carleton Place is formed by means of a V junction with the Brockville and Ottawa Railway, by which the power is obtained of passing the "Central Railway" trains either to the north or to the south on the Brockville and Ottawa Railway, and which also answers the purpose of a turntable for the engines. The V curves are each about 2,000 feet in length and with a radius of 1,150 feet. All the other curves on the line are as already stated of not less than 5,720 feet radius. At Carleton Place junction there is a good passenger station and platforms.

WAY STATIONS.

At the several way stations, namely, Bell's Corners, Stittsville, Ashton and Appleton there is a neat wooden ticket office and waiting room with a platform in front; also a siding for passing trains. At Stittsville there is a water tank for the engineers.

TELEGRAPH.

A line of telegraph is carried along the railway and is used for the operating of the road.

GRADIENTS.

The gradients as laid down on the original profile of the line between Ottawa and Carleton Place varied from level to 52 feet per mile; but in the course of construction they were increased at four places for an aggregate length of nearly three miles to 60 feet per mile. See appendix No. 2. for the table of gradients as now existing.

ROLLING STOCK.

The rolling stock with which the line was equipped at the date of our inspection consisted of the following:—

3 locomotive engines of excellent construction made at the Taunton Locomotive Works U. S.
3 first class passenger cars.
2 second do. do. do.
2 baggage cars.
10 box cars.
23 platform cars.
5 hand cars.

We are of opinion that this equipment is sufficient for the existing traffic of the line.

The deficiencies which we found existing at the time of our inspection in respect of the completeness of the "Canada Central Railway," may be enumerated as follows:—

1st. That the slopes of the cuttings are not yet finished and that in some places they are not yet excavated to the full width at bottom.

2nd. That the embankments in several places require to be widened and raised.

3rd. That a good deal still remains to be done towards the efficient drainage of the line.

4th. That the track still requires a large amount of ballasting.

5th. That signals at the stations are not yet provided, nor are the notice boards set up at all the public road level crossings.

With respect to the construction of the line generally between Ottawa and Carleton Place, and its condition on the 18th of September last compared with that of the Great Western Railway when opened for public traffic, we are of opinion that the works of the Canada Central (when the above enumerated deficiencies are remedied) are of such a character as to ensure a first class road, and that at the time of its public opening, namely, on 18th of September last, the works of the railway on the whole were quite as far advanced and as near completion as those of the Great Western or any other road in the Dominion at the time when they were opened for public travel.

With regard to the first two items of deficiencies, namely the present defective dimensions of the cuttings and embankments, it may fairly be argued on the part of the Canada Central Company that the earthworks of the Great Western Railway were not completed for at least three years after it was opened for public traffic (the last mentioned railway having been opened throughout in January, 1854, with numerous temporary trestle structures which were subsequently converted into solid embankments and with temporary grades at two points between St. Catharines and the Suspension Bridge exceeding 60 feet per mile which were afterwards reduced to grades of 42 feet per mile).

Regarding the present deficiency of ballasting we have to state that the Great Western Railway had only a few miles ballasted when it was opened, and that it was not completed in this respect until three years afterwards.

Under this head we desire to add that notwithstanding the present incompleteness of the line in the points above noted it is worked with perfect safety to the public, and trains can run over it at a rate at from 20 to 30 miles an hour.

The increase of the gradients from 52 feet to 60 feet per mile at four places already alluded to must be admitted to injure the line in a comparison with the Great Western Railway, where the maximum gradient of the main line is 50 feet per mile. Upon the Great Western branches, however, grades of upwards of 60 feet per mile have been adopted, as for instance on the Galt branch which was publicly opened in 1864.

We have also to remark upon this head that the 60 feet grades of the Canada Central Railway can easily be reduced to the limit of 52 feet at a comparatively small cost and without interfering with the regularity of the trains or the safety of the public traffic.

We have the honour to be, Sir,
Your very obedient servants.
(Signed) HAMILTON H. KILLALY,
GEORGE LOWE REID.

APPENDIX No. 1.

Canada Central Railway.

Summary of Estimate up to 30th September, 1870.

Description of Work.	Total value of work done.	Amount of Previous Payments.	Balance due.
	$ cts.	$ cts.	$ cts.
Grading	99,242 70	94,388 20	4,854,50
Clearing	5,704 77	5,377 63	327 14
Fencing	13,275 75	11,586 00	1,689 75
Ties	15,388 10	14,787 90	600 20
Culverts, Cattle Guards, &c.	13,785 69	12,516 69	1.269 00
Bridge Construction	4,922 44	4,922 44	
Station Houses, &c.	14,951 50	11,562 50	3,389 00
Track laying	11,400 00	9,200 00	2,200 00
Ballasting	11,222 10	8,072 10	3,150 00
Total	$189,893 05	172,413 46	17,479 59

APPENDIX No. 1.—Continued.

Canada Central Railway.

Summary of Estimate up to 31st October, 1870.

Description of Work.	Total value of work done.	Amount of Previous Payment.	Balance due.
	$ cts.	$ cts.	$ cts.
Grading	102,505 20	99,242 70	3,262 50
Cleaning	5,704 77	5,704 77	
Fencing	13,975 98	13,275 75	700 23
Ties	15,388 10	15,388 10	
Culverts, Cattle Guards, &c.	15,585 69	13,785 69	1,800 00
Bridge Constructions	6,093 44	4,922 44	1,170 00
Station Houses, &c.	17,114 00	14,951 50	2,162 50
Track laying	11,400 00	11,400 00	
Ballasting	16,194 60	11,222 10	4,972 50
Total	$203,960 78	189,893 05	14,067 73

APPENDIX No 2.

C. C. Railway.

Table of Grades—Ottawa to Carleton Place, beginning at Ottawa.

From Station.	To Station.	Distance. Feet.	Feet per mile.			
0	23	2300			Level.	
23	48	2500	52·8	Ascending.		
48	58	1000			Level.	
58	80	2200	5	Ascending.		
80		1000	10			Descending.

APPENDIX No. 2—Continued.

C. C. Railway.

Table of Grades, beginning at Ottawa—Ottawa to Carleton Place.

From Station.	To Station.	Distance. Feet.	Feet per mile.			
90	110	2000	13	Ascending.		
110	130	2000	24	Ascending.		
130	134	400	.....	.....	Level.	
134	159	2500	52·8	.....	.....	Descending.
159	174	1500	.....	.....	Level.	
174	197	2300	52·8	Ascending.	.....	
197	201	400	.....	.....	Level.	
201	227	2600	52·8	.....	.....	Descending.
227	243	1600	.....	.....	Level.	
[illegible]	280	3700	20	Ascending.		
28	290	1000	16	.....	.....	Descending.
290	320	3000	.....	.....	Level.	
320	370	5000	16	Ascending.		
370	395	2500	13	Ascending.		
395	459	6400	60	Ascending.		
459	476	1700	28	Ascending.		
476	542	6600	60	Ascending.		
542	561	1900	26	.....	.....	Descending.
561	576	1500	·9	.....	.....	Descending.
576	590	1400	.....	.....	Level.	
590	634	4400	60	.....	.....	Descending.
634	650	1600	.....	.....	Level.	
650	720	7000	29	Ascending.		
720	746	2600	30	Ascending.		
746	777	3100	52·8	Ascending.		
777	819	4200	·4	.....	.....	Descending.
819	840	2100	35	Ascending.		
840	849	900	.....	.....	Level.	
849	890	4100	42	Ascending.		
890	922	3200	12	.....	.....	Descending.
922	928	600	.....	.....	Level.	
928	975	4700	60	Ascending.		
975	1000	2500	30	.....	.....	Descending.
1000	1008	800	.....	.....	Level.	
1008	1038	3000	60	.....	.....	Descending.
1038	1060	2200	.....	.....	Level.	
1060	1080	2000	16	Ascending.		
1080	1090	1000	28	Ascending.		
1090	1103	1300	52·8	Ascending.		
1103	1134	3100	52·8	.....	.....	Descending.
1134	1173	3900	14	.....	.....	Descending.
1173	1197	2400	60	Ascending.		
1197	1217	2000	16	.....	.....	Descending.
1217	1239	2200	.....	.....	Level.	
1239	1250	1100	33	Ascending.		
1250	1277	2700	38	.....	.....	Descending.
1277	1284	700	.....	.....	Level.	
1284	1311	2700	52·8	Ascending.		
1311	1311	200	.....	.....	Level.	
1313	1313	3200	52·8	.....	.....	Descending.
1345	1345	4000	·6	.....	.....	Descending.
1385	1385	1700	24	.....	.....	Descending.
1402	1402	2900	.....	.....	Level.	
1431	1431	3800	22	Ascending.		
1469	1469	2100	40	Ascending.		
1490	1490	300	.....	.....	Level.	
1493	1493	1500	33	.....	.....	Descending.
1493	1508	1700	23	Ascending.		
	1510			.....		
		152.500				

For left hand Junction Curve with Brockville line.

"D."

(Copy.)

HOUSE OF ASSEMBLY, February 13th, 1871.

DEAR SIR.—I enclose herewith a petition from the inhabitants of Renfrew County, praying for aid to the Canada Central Railway.

You will be good enough to acknowledge the receipt of the petition in course.

Yours, &c.

(Signed) J. L. McDOUGALL.

Honourable M. C. Cameron.

(Copy.)

To His Excellency the Honourable William P. Howland, C.B., Lieutenant-Governor of the Province of Ontario in Council assembled.

The petition of the undersigned inhabitants of the County of Renfrew, at a county meeting at Renfrew assembled,

RESPECTFULLY REPRESENTS :—

That your petitioners have long regarded as essential to their highest prosperity that they should have railway communication with the main arteries of commerce throughout the Dominion, and they have always been ready and willing to contribute, to the extent of their means, in aid of such construction.

That the construction of the Brockville and Ottawa Railway to Sand Point, and the connection of that place with Ottawa City by means of the Carleton Place and Ottawa section of the Canada Central Railway, have been in the highest degree beneficial to the portion of country traversed by these railways and have placed your petitioners almost within reach of direct railway outlets leading towards the great lakes and the seaboard ;- but that it is essential to the due increase of the business and prosperity of the County of Renfrew that these railways should be extended from Sand Point to Pembroke ; but that in a new and partially settled section of the country such as your petitioners inhabit, it is impossible for them, by their unaided efforts, to obtain those aids to progress which have been afforded to more favoured portions of the Dominion through heavy Government subsidies.

That the recent vote of the Finance Committee of the City of Montreal, recommending a subscription of one million of dollars in aid of the construction of a railway from Montreal to Ottawa, and the liberal grant by the Government of Quebec of ten thousand acres of land per mile, has rendered the construction of that road a certainty ; and that your petitioners are thus induced to make further efforts to obtain communication with Ottawa City.

That the grant to the Canada Central Railway Company of the lands to which they became entitled by the construction of the Ottawa and Carleton Place section of their railway would not only aid that company in pressing forward the continuation of that railway beyond Sand Point, but would give increased confidence to British capitalists willing to make advances for that purpose, and that the prosperous condition to which the finances of the Province of Ontario have attained under Your Excellency's Government leads your petitioners to hope for further assistance to an undertaking which would not only greatly benefit the County of Renfrew but would tend to open out access to the lands of the Crown lying adjacent thereto, and would form a further step in the direction of railway communication with the Great West.

Wherefore, your petitioners humbly pray that Your Excellency in Council will be pleased to order the grant of lands to the Canada Central Railway Company, as already earned by them ; and, also, to take such steps as may be necessary to cause some substantial measure of aid to be granted to your petitioners in furtherance of the construction of a railway from Sand Point to Pembroke.

And your petitioners as in duty bound will ever pray.

Signed on behalf of the said inhabitants, as per resolution of the said meeting.

(Signed.) ERIC HARRINGTON.

Certified, (Signed.) WM. HALPENNY.

WM. HALPENNY,

Secretary, County Meeting, County Renfrew.

"E."

MONTREAL, 25th Feb., 1871.

SIR.—I have the honour of enclosing to you the memorial of the Canada Central Railway respecting the grant of land claimed by that company of the Carleton Place and Ottawa section of their road, and I beg respectfully to request that you will lay the same before His Excellency the Lieutenant-Governor in Council.

Your obedient servant,
J. J. C. ABBOTT,
President, Canada Central Railway.

Hon. M. C. Cameron,
Provincial Secretary,
Ontario.

"F."

To His Excellency the Honourable William Pearce Howland. C. B., Lieutenant-Governor of the Province of Ontario in Council assembled.

The memorial of the Canada Central Railway Company

RESPECTFULLY SHEWETH:—

That your memorialists have completed a portion of the railway which they were authorized by their Act of Incorporation to construct, namely: A section thereof extending from the City of Ottawa to the Town of Carleton Place, being a distance of twenty-eight miles and a half; and that in aid of the construction of this section of the said railway they have become entitled to a proportionate grant of lands from out of the four millions of acres set apart in aid of the construction of a line of railway from Quebec to Lake Huron by Acts of the late Province of Canada.

That, inasmuch as the legislation on the subject of the said railway and grant is contained in numerous Acts of the Parliament of Canada, your memorialists have thought fit to insert in this humble representation to Your Excellency such portions of the said legislation as may be deemed necessary for a full comprehension of their claims, and they trust to Your Excellency's patience and sense of justice for a careful and impartial examination of their pretensions and for an honourable and just decision thereon.

That by an Act of the Parliament of Canada passed in the session thereof held in the nineteenth and twentieth years of Her Majesty's reign intituled "An Act to provide for and encourage the construction of a Railway from Lake Huron to Quebec," and by the first clause of that Act it was enacted that the five railway companies therein mentioned, and previously incorporated, should constitute a corporation by the name of the Lake Huron, Ottawa and Quebec Junction Railway Company, the said clause being in the following language:—

"Section 1.—The president, directors and stockholders of the North Shore Railway "Company, the Vaudreuil Railway Company, the Montreal and Bytown Railway Company, "the Bytown and Pembroke Railway Company, and the Brockville and Ottawa Railway Com- "pany shall be and are hereby constituted a body politic and corporate by the name of 'The "'Huron, Ottawa and Quebec Junction Railway Company,' each for the share hereinafter "mentioned."

That the North Shore Railway Company then had power to make a railway from Quebec to Montreal; the Montreal and Bytown Railway Company, from Montreal to Ottawa; the Vaudreuil Railway Company, from Vaudreuil to Ottawa; the Bytown and Pembroke Railway Company, from Ottawa to Pembroke; and the Brockville and Ottawa Railway Company, from Brockville to Pembroke by way of Arnprior and Sand Point: but the Vaudreuil Company and the Montreal and Bytown Company covering to a considerable extent the same ground, the latter Company was regarded, for the purpose of the said Act, as having the right to make a road from Montreal to Grenville, whilst the Vaudreuil Railway Company was to have the right to make a road from Hawkesbury, opposite Grenville, to the City of Ottawa.

These companies were allotted parts in the new company proportionate to the length of railway which they were entitled to make, which parts were regulated by the second sub-section of the third clause of the said Act, as follows:

Section 3, sub section 2. Dividing the whole capital of the new company into one thousand parts, the number of parts to which each company will be entitled shall be as follows, viz.:

	Parts.
The North Shore Railway Company	441
The Montreal and Bytown Railway Company	240
The Vaudreuil Railway Company	71
The Bytown and Pembroke Railway Company	107
The Brockville and Ottawa Railway Company	141
	1000

For the purpose of assisting the corporation thus formed four millions of acres of the ungranted lands of the Crown were set apart; and this grant, and the terms upon which it was made, are set forth in the eighteenth section of the said Act as follows:—

"Section 18. And in order to aid and encourage the said railway from the river Ottawa "to Lake Huron: be it enacted that four millions of acres of the ungranted lands of the Crown "in the neighbourhood of the line of the said railway shall be and are hereby set apart for the "purposes of this Act; and whenever any portion of the said railway, not less than twenty-five "miles in length shall be actually completed in a good and substantial manner, equal at least "to that in which the Great Western Railway is made, and with stations, rolling stock, and "other appurtenances sufficient for the proper working of the said railway, then, upon the "report of some skilled engineer, whom the Governor shall appoint for the purpose, and the "approval of such report by the Governor in Council; and upon a similar report (made and "approved in like manner) that each of the companies forming the said new company has "completed in like manner, with proper rolling stock and appurtenances, a portion of its rail-"way forming part of the general line, and bearing at least as great a proportion to the whole "length of such part as such company's share in the stock of the new company bears to the "whole of the said stock, then there shall be granted to the said Lake Huron, Ottawa and "Quebec Junction Railway Company, by the Governor in Council, a portion of the said four "millions of acres of land lying adjacent to the portion of the said railway so completed, and "bearing such proportion to the four millions of acres as the length of the portion of the new "company so completed bears to that of the whole of the said railway; and such grant shall be "a free grant, and the company shall have full power to alienate the lands so granted and to "deal with them in such manner as they may think proper; provided always, that the grants "to be so made to the said company shall be of tracts of land fronting on the said railway, "such frontages to be of ten miles each, and alternating with tracts fronting thereon, of the "same width and quantity, to be reserved as public lands, and dealt with as such."

By the terms of the said grant, as is apparent by the said section, no portion of the said land grant could be made available in aid of the enterprise for which it was appropriated until a portion of the said railway, not less than twenty-five miles in length, had been constructed by the new corporation; as well as a portion of each of the railways which the companies forming the new corporation were entitled to make bearing as great a proportion to the whole length of such railway as such company's share in the stock of the new company bore to the whole of the said stock. These conditions, therefore, required—as a preliminary to the issue of any land—not only that twenty-five miles of the road between Pembroke and Lake Huron should be built, and in running order, but that each of the companies forming the new corporation should have been organized, and should have completed a portion of its own railway proper corresponding to the proportion of stock which it represented in the new corporation, thus compelling the united action of the five companies on the general railway, and the separate action of each of the five companies on its own railway, before any portion of the land could be obtained.

That your memorialists believe that Your Excellency will be satisfied by the mere statement of the foregoing conditions that the scheme embodied in the said Act could never be carried out, Your Excellency being sufficiently aware of the difficulties which attend the organization of one company and the construction of any portion of one railway to know that such

complicated, and withal simultaneous, action on the part of six railway companies, as the terms of the said grant contemplated, could never, in all human probability, be attained. That, in fact, the companies composing the said corporation were so thoroughly convinced of the impracticability of carrying out the design contained in its charter that no attempt was made to organize it, and the grant of lands which the wise and liberal policy of the Government of the Province of Canada had set apart and devoted to the aid of the important line of railway contemplated by the provisions of the Act remained in abeyance.

That after five years had elapsed without any attempt at organization under the said Act, a number of persons associated themselves together for the purpose of endeavouring to form a similar corporation upon a more rational and practicable plan; and, upon their petition, an Act was passed in the twenty-fourth year of Her Majesty's reign, intituled "An Act to Incorporate the Canada Central Railway Company, and to amend the Act, intituled 'An Act to provide for and encourage the construction of a railway from Lake Huron to Quebec.'"

By the second clause of this Act it was enacted as follows:—

Preamble. "Whereas, it has been found that the construction of the railway authorized "by the Act passed in the nineteenth and twentieth years of Her Majesty's reign, intituled "'An Act to provide for and encourage the construction of a Railway from Lake Huron to "Quebec' has been attended with difficulty, in consequence of the want of a concentrated in- "terest therein; and whereas it is expedient to extend and amend the said Act, and to change "the name of the company."

"Section 2. The first, second, third and eleventh sections of the said Act, cited in the "preamble of this Act, in so far as they are inconsistent with the provisions of this "Act, and so much of any other section thereof, or of any other Act as is inconsistent "with this Act, are hereby repealed; and the said Canada Central Railway Company is "hereby declared to be in the place and stead of the Companies therein named, except "as regards the Brockville and Ottawa Railway Company, Carrillon and Grenville Railway "Company, and the North Shore Railway Company therein named, which last mentioned "companies, together with the Canada Central Railway Company, shall hereafter be entitled "to all the benefits, franchises and privileges granted by the above cited Act, except in so far "as they are by this Act altered; and all the remaining clauses and provisions of the said re- "cited Act, not inconsistent with this Act, shall be the same as if incorporated herewith; "provided always, that in conformity with the Act twenty-third Victoria, chapter one hundred "and eight, wherever the Bytown and Montreal Railway Company is mentioned in the said "Act the provision referring thereto shall be held to apply to the Carillon and Grenville Rail- "way Company; provided, also, that the North Shore Railway Company, mentioned in this "Act, means the North Shore Railway Company and St. Maurice Navigation and Land Com- "pany."

That, with the exception of some slight changes of name, the company thus formed in lieu of the Quebec and Lake Huron Company was comprised of the same companies as those which had been associated together in that company, with the exception only of the Bytown and Pembroke Railway, which had become extinct: and the section of country between Ottawa and Arnprior, which had fallen to the lot of the Bytown and Pembroke Company was the only portion of the line of railway contemplated by the new Act which it became the proper duty of the Canada Central Railway Company to construct, save only the distance between Pembroke and Lake Huron, in aid of the construction of which no grant of land was made by the new Act.

The powers of the company are set forth in the fourth section of this Act, which is as follows:

"Section 4. The company may lay out, construct, and finish a double or single track of "railway from some point on Lake Huron, as may be found best adapted for the purpose, to the "City of Ottawa, by way of Pembroke and Arnprior, and from the City of Ottawa to the City "of Montreal, provided always that, without the consent of the directors of the Canada Cen- "tral Railway, the Carillon and Grenville Railway Company shall not have the power to con- "struct the section of the said railway between Hawkesbury and Ottawa until the expiration "of three years from the passing of this Act, nor afterwards if the Canada Central Railway "Company shall have commenced, and shall proceed with the construction thereof."

That by the new Act an entirely different appropriation of the grant of land appropriated

by the Quebec and Lake Huron Act was made. This distribution is provided for in the sixth clause of the Act, which is as follows:

"Section 6. And for the better adjustment of the proportions of the said several companies in the lands appropriated and set apart in aid of the said lines of railway by the Act "cited in the preamble of this Act it is hereby enacted that they shall be regulated as follows, "to wit: setting apart, in aid of the North Shore Railway Company, three-tenths thereof, and "dividing the remainder thereof into as many parts as there are miles in the distance between "Montreal and the extreme north-western terminus which could be reached by the main line "of any of the five companies mentioned in the second sub-section of the third section of the "said Act, under their respective Acts of Incorporation, namely, the Village of Pembroke, "and appropriating one such part thereof to each and every mile of such distance in aid of the "construction thereof; provided always, that the powers of the said North Shore Railway "Company, the Brockville and Ottawa Railway Company, and of the Carillon and Grenville "Railway Company, in respect of the portions of the said line of railway, which they are empowered to construct by their respective Acts of Incorporation and by the Acts in amendment thereof, shall not be abridged by the provisions hereof except in so far as they are "abridged by the proviso in the fourth clause of this Act; and provided, also, that in the "computation of the said distance the line of railway contemplated by the Act cited in the "preamble to this Act shall be followed as nearly as may be in conformity with the third clause "thereof, but without reference to the parts therein established except that the distance between Vaudreuil and Hawkesbury shall also be computed as part of said distance, and that "no portion of the Grand Trunk Railway, of which any of the said companies shall avail themselves to reach Montreal, shall be held to form a portion of the distance for which said company shall be entitled to aid under such Act; provided always, that if within five years from "the passing hereof the Brockville and Ottawa Railway Company shall proceed with and complete the construction of the portion of the said railway lying between Arnprior and Pembroke, they shall be entitled to all the privileges, in respect of the said appropriation, to which "the said Canada Central Railway Company would be entitled under the provisions of this "Act, on constructing the said portion of the said railway; and provided, also, that in the "event of the Canada Central Railway Company failing to construct the said portion of the "said railway between the City of Ottawa and Vaudreuil, or any part thereof, within five "years from the passing hereof, the Vaudreuil Railway Company, under its Act of Incorporation, which shall continue to be in force, shall have the right to construct the same, and "thereupon shall have all the privileges hereby conferred upon the Canada Central Railway "Company in respect of the said portion thereof."

That the effect of the foregoing enactment was to set apart a portion of the said grant of land, applicable to the North Shore Railway; and to divide the remainder of it, at a rate per mile proportionate to the distance between Montreal and Pembroke, added to the distance between Vaudreuil and Hawkesbury; which rate or proportion, your memorialists believe, forms about twelve thousand acres per mile of the said distance.

That of the said distance from Montreal to Pembroke, your memorialists only had the power, as a privilege conferred upon them in the first instance by the said Act, of constructing the portion of the said railway lying between the City of Ottawa and the Village of Arnprior, the distance between Arnprior and Pembroke being allotted to the Brockville and Ottawa Railway Company; from Hawkesbury to Ottawa, to the Vaudreuil and Ottawa Railway Company; and from Grenville to Montreal, to the Carillon and Grenville Railway Company. And the rights of these companies, in the respective portions of the road allotted to them, were carefully preserved, as will appear by reference to the clause cited, to other sections of the said Act, and to other Acts subsequently passed.

That with the view of avoiding the insuperable difficulty of procuring the united and simultaneous action of the five companies authorized to construct the said railway, it was provided by the said Act that, as soon as any one of the said companies should have actually completed twenty miles of the said railway in a good and permanent manner, with stations, rolling stock, and other appurtenances sufficient for the proper working of said portion of railway the company so constructing such section should be entitled to its proportion of the land grant. The provision is embodied in the twenty-fourth section of the Act of 1861, and it is in the following words:—

"Section 24. It shall not be necessary, previous to the railway companies having a right

"to share in the said land appropriation, in virtue of this Act, or any one or more of them, being "entitled to have their respective proportions of the said lands, that any other railway or por- "tion of railway should be made by any other company; but, on the contrary, so soon as any "portion of any of the said railways, not less than twenty miles in length, shall be actually "completed in a good and permanent manner, with stations, rolling stock, and other appur- "tenances sufficient for the proper working of such portion of such railway, then and there- "after, from time to time, upon the completion of similar portions thereof or of any other of "the said railways, upon the report of the Inspector of Railways for the time being, the com- "pany which shall have constructed the same shall be entitled to a corresponding proportion "of such grant of land as they would be entitled to under the said Act, nineteenth and twen- "tieth Victoria, chapter one hundred and twelve, as amended by this Act, in the event of each "of the companies forming the Lake Huron and Quebec Railway Company complying with "the conditions precedent to such grant, provided for by the Act incorporating the said last "mentioned company; and if no ungranted lands of the Crown front on the said railway, then "such grant of lands may be made from the vacant lands of the Crown lying within the water- "shed of the Ottawa River."

The magnitude of the enterprise, and the difficulty of raising money for the purpose of carrying it out, prevented the works being commenced for some time, although the company was partially organized, and it became necessary, in consequence, to extend the time for the completion of the railway, which was done by an Act passed in the twenty-ninth year of Her Majesty's reign, entitled "An Act to extend the time for the completion of the Canada Central Railway," and this extension was in the following words:

"Section 1. The time for the commencement of the railway, which the company is au- "thorized by its charter to construct, is extended for the period of three years from the pass- "ing of this Act and the period for the completion of the said railway is extended for the "period of five years from the passing of this Act, and the said company, during the said "period, shall have and enjoy, exercise and enforce, all the rights, powers, claims, franchises, "and privileges heretofore granted to, or conferred on, or held, possessed, or enjoyed by the "said railway company, by, under, or by virtue of the Act relating to the said railway company, "or any Acts in any way affecting the same: provided always, that nothing herein contained "shall infringe upon, or in any wise diminish the rights of the Vaudreuil Railway Company, "under the provisions of section six of the Act twenty fourth Victoria, chapter eighty, incor- "porating the Canada Central Railway Company."

It will be remembered that in the fourth section of the Act of 1861, the line of railway described was from a point on Lake Huron to the City of Ottawa, via Pembroke and Arnprior, and from the City of Ottawa to the City of Montreal. The company, being still unable to raise the necessary funds for commencing the construction of the railway, finally made an arrangement with certain gentlemen interested in the Brockville and Ottawa Railway Company, and representing a portion of its stock, for the raising of sufficient money with which to construct the line of railway belonging to the Canada Central Railway Company proper, namely, from Ottawa to a point of junction with the Brockville and Ottawa Railway. But these funds could only be obtained from those gentlemen by constructing this section of the road in such a manner as to be available as a means of reaching the City of Ottawa, either from the front or from the rear. In other words, that it should be so constructed as to form a line upon which freight and passengers, intended either for the line of the Grand Trunk Railway, going westward, or for the contemplated line of railway, by way of Arnprior and Pembroke, to Lake Huron, might be carried from the City of Ottawa, and *vice versa*, and this necessitated a point of junction with the Brockville and Ottawa Railway Company at a point somewhat farther south than the point originally contemplated by the charter, namely, the Village of Arnprior.

And that inasmuch as doubts existed as to the right of your memorialists to connect with the Brockville and Ottawa Railway at any point further south than Arnprior the authority of the Legislature was applied for, and obtained, to make the said junction at any point which should not be distant more than twenty-five miles from the Ottawa River.

The language of the clause of the Act of the Legislature, authorizing this variation from the original plan, is as follows:—

"For the removal of doubts it is hereby ordained and enacted that, provided the railway "which the company is authorized to construct touches at the points mentioned in the said "Acts, the company is authorized to locate the line of the said railway in the manner most

"advantageous for its interests; provided always, that the line so located shall not, between "Ottawa and Pembroke, diverge more than twenty-five miles from the Ottawa River; and "provided, also, that the line of the railway from Vaudreuil to Ottawa shall be as enacted by "the Act incorporating the Vaudreuil Railway Company."

That upon the faith of the said several statutes and enactments, your memorialists obtained the funds wherewith to complete the said section of the said road lying between Ottawa and Carleton Place; which latter point, being less than twenty miles from the Ottawa River, was selected as the point of junction with the Brockville and Ottawa Railway; but that the said funds were not so obtained until the statutes passed by the Parliament of Canada refering to the said grant had been submitted to eminent counsel, both in Canada and in England, and pronounced by them to be, without doubt, binding on the provincial authorities.

That upon the validity of the said grant, and of the said provisions of the said statutes, being so ascertained and established, your petitioners proceeded to construct the said section with the funds so obtained; and, on the fourteenth day of September last, they had completed the said section in a good and permanent manner, with stations, railway stock, and other appurtenances sufficient for the proper working thereof, and did actually, on the said day, proceed to open the said railway in due form, having previously obtained a report of the Inspector of Railways for the time being, and also the authority of the Board of Commissioners of Railways for the opening of the same after due examination and survey thereof; and that ever since the said day the said railway has continued to be in efficient working order, and has proved to be of great advantage to the country, and especially to the people inhabiting the Ottawa Valley west of Ottawa City—its construction having placed the said city in direct communication with Sand Point, a distance of about fifty miles, by the nearest practicable route, via Arnprior, and an actual distance, via Arnprior, by the said railway, of fifty-eight miles and a half.

That your memorialists are aware that objections have been made to the claim of your memorialists upon the ground that the railway so constructed by them does not form part of the Canada Central Railway, and that by reason thereof your memorialists are not entitled to any part of the grant of lands made in aid of that railway.

That your memorialists believe that the Acts to which they have referred conclusively establish the reverse of this pretension; and in confirmation of their views they desire, also, to refer to the resolutions of the Honourable the House of Commons of Canada upon the said question, the proceedings respecting which they have appended to this memorial for convenience of reference.

That your memorialists are now desirous of obtaining the location of waste lands of the Crown to the extent to which they respectfully contend they became entitled by the construction of the said section of the said railway under and by virtue of the said Acts; and, although they cannot contemplate the possibility of any objection on the part of Your Excellency in Council to carry out the provisions of the said Acts by allotting to them a portion of the said lands proportionate to the length of the part of the said railway which they have constructed, they feel that they are bound to call Your Excellency's attention to the injury which, not only the railway enterprises now being proceeded with, but also the credit of the Dominion and of the Province of Ontario, would sustain if any difficulty should be experienced by foreign capitalists in realizing the advantages so plainly offered to them by Acts of the Canadian Parliament:

And also respectfully to beg Your Excellency's consideration of the greatly increased difficulty which will be caused in the construction of the portion of the said line from Sand Point to Pembroke, which your memorialists are desirous immediately to commence.

That your memorialists are aware that a question may arise as to the precise nature of the obligation of the Province of Ontario with regard to these lands, in consequence of the change in the constitution of the late Province of Canada, which has taken place since the said grants were made. But your memorialists would respectfully point out that the principle of adjustment which was adopted in the late award of the Provincial arbitrators; and the action of the Government of the Province of Quebec recognizing and extending the said grant, in so far as it applies to railways lying within its boundaries, indicate as the only just mode of apportioning the responsibility which the Province of Canada assumed by the said Acts: that of each province recognizing its liability to fulfil the obligations of the Province of Canada in respect to that portion of the Canada Central Railway which lies within its boundaries: and your memorialists would further remark in this connection, that the portion of that part of the

originally contemplated line, to which the grant of land was attached by the Act of 1861, which lies within the Province of Quebec, is much longer than that within the Province of Ontario, and that if the Province of Quebec has been willing to assume the responsibility for that portion of the line which lies within its limits, and apparently to accept the construction herein put upon its duty, that conclusion would be the most advantageous one possible for the Province of Ontario.

Your memorialists, therefore, respectfully submit for Your Excellency's consideration, that they have complied with the conditions of the grant of land in question in the construction of their road from Ottawa to Carleton Place, a distance of twenty-eight and a half miles; and that upon the faith of the enactments respecting these lands, they are entitled to a corresponding proportion of the said land grant.

Your Excellency's memorialists, therefore, pray that Your Excellency in Council will be pleased to locate the said lands from the waste lands of the Crown lying within the watershed of the Ottawa River, and to order that Letters Patent do issue therefor in the manner provided by law.

And Your Excellency's memorialists as in duty bound will ever pray.

J. J. C. Abbott,
President Canada Central Railway.

Ottawa, 21st February, 1871.

(Copy.)

"G."

APPENDIX A.

Department of Public Works,
Ottawa, 17th September, 1870.

I hereby certify that on the 15th day of this month I inspected that portion of the Canada Central Railway extending from the City of Ottawa to its junction with the Brockville and Ottawa Railway near the Village of Carleton Place, a distance of 28½ miles.

The work done on the line is of a good and permanent character, the stations, rolling stock and other appurtenances being sufficient for the proper working of the road.

(Signed) James H. Rowan,
Inspecting Engineer.

APPENDIX B.

Extract from the Journals of the House of Commons of the Dominion of Canada.

Wednesday, 20th April, 1870.

The order of the day being read for the third reading of the Bill respecting the Canada Central Railway Company,

The Honourable Mr. Abbott moved, seconded by Mr. Morrison (Niagara), and the question being proposed, that the Bill be now read the third time; the Honourable Mr. Macdonald (Cornwall) moved in amendment, seconded by Mr. Ferguson,

That all the words after "now" to the end of the question be left out and the words "recommitted to a committee of the whole House to add the following clause thereto: and be "it enacted that no portion of the line of railroad now in the course of construction from the "City of Ottawa to Carleton Place shall be held or construed to be part of the said Canada "Central Railroad" inserted instead thereof.

And the question being put on the amendment, the House divided, and the names being called for, they were taken down as follows:—Yeas, 37; nays, 74.

So it passed in the negative.

And the question being again proposed that the Bill be now read the third time,

The Honourable Mr. Macdonald (Cornwall) moved in amendment, seconded by Mr. Ferguson,

That all the words after "now" to the end of the question be left out and the words "recommitted to a committee of the whole House to provide that any powers or privileges "contained in the said Bill to authorize the construction of the said Canada Central Rail-"road shall not extend towards Lake Huron beyond the Village of Pembroke in the County "of Renfrew" inserted instead thereof.

And the question being put on the amendment, the House divided, and the names being called for they were taken down as follows:—Yeas, 38; nays, 86.

So it passed in the negative.

And the question being again proposed that the Bill be now read the third time,

The Honourable Mr. Chauveau moved in amendment, seconded by the Honourable Mr. Macdonald (Cornwall) that all the words after "now" to the end of the question be left out and the words "recommitted to a committee of the whole House with instructions to add the "following clause thereto—

"No railway or part of railway to be built, acquired or completed before the time "limited by the Act hereby amended, by the said Canada Central Railway Company, or by "the said Ottawa Valley Railway Company or by any company amalgamated with the same "shall be deemed to have been built, acquired or completed within such time in so far as the "grant of land therein mentioned is concerned" inserted instead thereof.

The debate was adjourned.

FRIDAY, 22nd April, 1870.

The order of the day being read for resuming the debate on the amendment which was on Wednesday last proposed to be made to the question, that the Bill (respecting the Canada Central Railway Company) be now read the third time, and which amendment was:—

That all the words after "now" to the end of the question be left out and the words "recommitted to a committee of the whole House with instructions to add the following "clause thereto: No railway or part of railway to be built, acquired or completed before the "time limited by the Act hereby amended, by the said Canada Central Railway Company, or "by the said Ottawa Valley Railway Company, or by any company amalgamated or to be "amalgamated with the same shall be deemed to have been built, acquired or completed "within such time, in so far as the grant of land therein mentioned is concerned" inserted instead thereof.

The debate was resumed accordingly.

MONDAY, 25th April, 1870.

The order of the day being read for resuming the debate upon the amendment, which was on Wednesday last proposed to be made to the question, That the Bill (respecting the Canada Central Railway Company) be now read the third time, and which amendment was that all the words after "now" to the end of the question be left out and the words "recommitted to a committee of the whole House with instructions to add the following clause: "No railway or part of railway to be built, acquired or completed before the time limited by "the Act hereby amended, by the said Canada Central Railway Company, or by the said "Ottawa Valley Railway Company, or by any company amalgamated or to be amalgamated "with the same shall be deemed to have been built, acquired or completed within such time "in so far as the grant of land therein mentioned is concerned" inserted instead thereof.

And the question on the amendment being again proposed, the House resumed the debate.

And the question being put on the amendment the House divided, and the names being called for, they were taken down as follows:—Yeas, 46; nays, 61.

So it passed in the negative.

(Signed) J. J. C ABBOTT,
President, Canada Central Railway.

"H."

TOWNSHIP CLERK'S OFFICE,

HORTON, 28th February, 1871.

Honourable M. C. Cameron,
Provincial Secretary, Ontario.

DEAR SIR,—I have been instructed by the Municipal Council of the Township of Horton to forward to you the enclosed petition from said Corporation to be presented to the Lieutenant-Governor in Council, praying for aid to the Canada Central Railway Company, hoping it will receive their favourable consideration.

I am, Sir,
Your obedient servant,
(Signed) GEO. EADY, JR.

To His Excellency the Honourable William P. Howland, C. B., Lieutenant-Governor of the Province of Ontario, Dominion of Canada, in Council assembled.

The petition of the Municipal Council of the Township of Horton in the County of Renfrew,

RESPECTFULLY REPRESENTS:

That your petitioners have long regarded as essential to their highest prosperity that they should have railway communication with the main arteries of commerce throughout the Dominion, and they have always been ready and willing to contribute to the extent of their means in aid of such construction; that the construction of the Brockville and Ottawa Railway to Sand Point on the Ottawa River and the connection of that place with Ottawa City by means of the Carleton Place and Ottawa section of the Canada Central Railway have been in the highest degree beneficial to the portion of country traversed by these railways, and have placed your petitioners almost within reach of direct railway outlets leading towards the great lakes and the seaboard, but that it is essential to the due increase of the business and prosperity of the County of Renfrew that these railways should be extended from Sand Point to the Town of Pembroke, but that in a new and partially settled section of the country such as your petitioners inhabit it is impossible for them by their unaided efforts to obtain those aids to progress which have been afforded to more favoured portions of the Dominion through heavy Government subsidies.

That the recent vote of the finance committee of Montreal recommending a subscription of one million of dollars in aid of the construction of a railway from Montreal to Ottawa, and the liberal grant by the Government of Quebec of ten thousand acres of land per mile has rendered the construction of that road a certainty, and that your petitioners are thus induced to make further efforts to obtain communications with Ottawa City.

That the grant to the Canada Central Railway Company, to which they became entitled on the completion of the Ottawa and Carleton Place section of their railway would not only aid that company in pressing forward the continuation of that railway beyond Sand Point, but would give increased confidence to British capitalists willing to make advances for that purpose, and that the prosperous condition to which the finances of the Province of Ontario have attained under your Excellency's Government leads your petitioners to hope for further assistance to an undertaking which would not only benefit the County of Renfrew but would tend to open out access to the lands of the Crown lying adjacent thereto, and would form a further step in the direction of railway communications with the great west. We, therefore, your petitioners humbly pray that your Excellency in Council will be pleased to order the grant of lands to the Canada Central Railway Company as already earned by them, and also to take such steps as may be necessary to cause some substantial measure of aid to be

granted to your petitioners in furtherance of the construction of a railway from Sand Point to Pembroke;

And your petitioners as in duty bound will ever pray.

(Signed) WILLIAM BURTON, JR,
Reeve of Horton.

Certified,
(Signed) GEO. EADY, JR.,
Clerk.

Copy.)

"I."

MONTREAL, 29th January, 1872.

SIR,—I beg respectfully to call the attention of the Government of Ontario to the memorial of the Canada Central Railway Company transmitted to the Honourable the Provincial Secretary on the 21st of February last, praying that lands may be located to that company in respect of the Ottawa and Carleton Place section of their railway, in conformity with the Acts incorporating that company. And I am directed further by the board to state that as a result of lengthy semi-official negotiations with the late Premier of Ontario, it was agreed that the claim of the company to those lands should be submitted to judicial decision. A difficulty arose as to the form of the questions to be submitted to the courts; but the company was informed early in the month of December last, that the Government offered to submit the three following points, viz.:—

1. Is the section of railway between Ottawa and Carleton Place a part of the Canada Central Railway?

2. If so, is the company, under the Acts, entitled to the land grant?

3. If entitled, on whom, if upon any party, or parties, rests the liability to grant the lands? on the Dominion, on Ontario alone, or on Ontario jointly with Quebec?

This offer of the Government was immediately accepted by a telegram from myself to Mr. Scott, but I presume that the events which occurred soon after, may have prevented further steps being taken to carry out the arrangement made.

I have now respectfully but earnestly to solicit that the understanding arrived at with the late executive may be carried out; and further to represent that the absence of any decisive action upon a matter so important to the company seriously impedes their efforts towards the carrying out of the enterprise for which they were incorporated.

I have the honour to be, Sir,
Your obedient servant,
(Signed) J. J. C. ABBOTT,
President, Canada Central Railway Company.

The Honourable
The Provincial Secretary of Ontario,
Toronto.

Acknowledgment of above.

RETURN

Made in compliance with an Order of the House, directing the Clerk of the House to procure a Statement from the Records of the Elections to the House, at the late General Election, and subsequent Elections, shewing the total number of Votes on the Voters' Lists in each Electoral Division, the aggregate number of Votes polled for each Candidate in each Electoral Division in which there has been a contest, the total number of Votes polled in each such Division, and the Population in each Constituency, as shewn by the late census.

RETURN from the Clerk of the Crown in Chancery, from the Records of the Elections, to the present Legislative Assembly, &c.

Electoral District.	Electoral Division, consisting of Township, City, Town, Village, District.	Candidates.			Total Number of Votes Polled in each Division.	No. of Votes on the Voters' Lists in each Division.	Population in each Constituency, as shewn by last Census.	Remarks.
		Hooper.	Deroche.	——				
Addington	Newburgh, Village	59	60	..	119	187	828	
do	Camden, Township, 1st Division	120	55	..	175	250		
do	do do 2nd do	89	92	..	181	232		
do	do do 3rd do	75	57	..	132	180	5,792	
do	do do 4th do	49	28	...	77	118		
do	do do 5th do	53	86	...	139	231		
do	Hinchinbrooke, Township	26	8	..	34	97	997	
do	Kennebec, do	3	7	...	10	23	802	
do	Shefield, do 1st div	68	81	...	149	206		
do	do do 2nd do.	36	16	...	52	79	2,615	
do	Loughborough, do 1st do.	31	77	..	108	179		
do	do do 2nd do	30	42	..	72	138	2,325	
do	Kalladar, do							
do	Anglesea, do	10	6	..	16	55	749	
do	Portland, Township, 1st Division	45	85	.	130	199		
do	do do 2nd do	38	69	...	107	196	2,718	
do	Barrie, do	3	6	.	9	20	316	
do	Oso, do	7		..	7	52	492	
do	Olden, do	6	7	.	13	81	560	
do	Denbigh, Abinger and Ashby, Township	4	5	.	9	15	325	Effingham included in Population.
do	Bedford Township	24	19	...	43	109	1,839	
do	Palmerston and N. and S. Canonto, Township	5		..	5	.....	546	
do	Clarendon and Miller, Townships,	2	3	..	5	37	408	
		783	809	.	1,592	2,681	21,312	
Algoma		Frederick McKellar.	W. Cumberland. Kerby.	——	Acclamation	....	5,007	
Bothwell	Euphemia, Township, 1st Division	45	59	..	104	132		
do	do do 2nd do	71	48	..	119	150	2,390	
do	do do 3rd do	48	80	...	128	155		
do	Sombra, do 1st do	50	28	..	78	142		
do	do do 2nd do	24	49	...	73	112	3,397	
do	do do 3rd do	59	21		80	174		

do		Howard,	do	1st	do	52	46		98	128	
do		do	do	2nd	do	79	71		150	187	
do		do	do	3rd	do	96	54		150	186	4,512
do		do	do	4th	do	79	29	...	108	158	
do		do	do	5th	do	35	59	..	94	118	
do		Zone,	do	1st	do	23	24	...	47	64	
do		do	do	2nd	do	39	54	..	93	137	1,083
do		Dawn,	do	1st	do	72	51	...	123	177	
do		do	do	2nd	do	15	12	...	27	57	1,116
do		Oxford,	do	1st	do	98	38	...	136	181	
do		do	do	2nd	do	123	36	...	159	191	3,113
do		do	do	3rd	do	79	23	...	102	156	
do		Camden,	do	1st	do	67	81	..	148	219	
do		do	do	2nd	do	71	104	...	175	206	4,095
do		do	do	3rd	do	45	67	...	112	144	
do		Bothwell,	Town,	1st	do	16	16		32	47	
do		do	do	2nd	do	15	12	..	27	49	995
do		do	do	3rd	do	3	4	..	7	14	
						1,304	1,066	..	2,370	3,284	20,701
						Finlayson.	La Pierre.	——			
Brant, N. R		Paris, Town,	North	Ward		47	26	...	73	130	
do		do	do	King's	do	73	23	...	96	178	
do		do	do	Queen'	do	41	13	...	54	104	2,640
do		do	do	South	do	57	20	...	77	113	
do		South Dumfries, Township, 1st Div.				55	31	...	86	144	
do		do	do	2nd	do.	63	28	...	91	164	
do		do	do	3rd	do.	100	19	..	119	168	3,468
do		do	do	4th	do.	64	37	.	107	164	
do		Onondaga,	do	1st	do.	36	57	...	93	109	
do		do	do	2nd	do.	32	80	..	112	158	1,924
do		Brantford,	do	4th	do.	58	37		95	200	
do		do	do	5th	do.	63	80		143	247	3,461
do		do	do	6th	do.	51	37	...	88	143	
						740	488	...	1,228	2,022	11,493
						Wood.	Plewes.	——			
Brant, S. R		Brantford, Town,	N.	Ward,	N. P.	113	18	...	131	203	
do		do	do	do	S. P.	68	27	.	95	150	
do		do	do	King's	Ward	78	33	.	111	179	
do		do	do	Brant	Ward, N. P.	87	27	...	114	174	
do		do	do	do	S. P.	62	38	.	100	177	8,107
do		do	do	E.	Ward, N. P.	40	32	.	72	119	
do		do	do	do	S. P.	43	47	...	90	136	
do		do	do	Queen's	Ward, N. P.	60	23	...	83	145	
do		do	do	do	S. P.	53	43	...	96	193	

RETURN from the Clerk of the Crown in Chancery, from the Records of the Elections, to the present Legislative Assembly, &c.—*Continued.*

Electoral District.	Electoral Division consisting of Township, City, Town, Village, District.	CANDIDATES.			Total Number of Votes Polled in each Division.	No. of Votes on the Voters' Lists in each Division.	Population in each Constituency, as shewn by last Census.	REMARKS.
		Wood.	Plewes.					
Brant, S. R	Brantford, Township, 1st Division	56	89	...	145	206	3,406	
do	do do 2nd do	51	62	...	113	185		
do	do do 3rd do	69	102	...	171	223		
do	Burford, do 1st do	63	42	...	105	174	5,543	
do	do do 2nd do	74	96	..	170	215		
do	do do 3rd do	36	81	..	120	160		
do	do do 4th do	49	75	...	124	170		
do	do do 5th do	58	49	..	107	147		
do	do do 6th do	81	55	..	136	178		
do	Oakland, do 1st do	17	65	..	82	125	1,104	
do	do do 2nd do	11	45	.	59	83		
		1,172	1,052	...	2,224	3,342	18,160	
		Fitzsimmons	Buell					
Brockville	Brockville, Town, E. Ward, 1st Div.	37	26	.	63	127	1,483	
do	do do do 2nd do.	40	38	.	78	130		
do	do do Centre Wrd 1st do.	53	50		103	198	1,912	
do	do do do 2nd do.	44	52	..	96	162		
do	do do W. Ward, 1st do.	30	38	...	68	117	1,707	
do	do do do 2nd do.	57	58	...	115	163		
do	Elizabethtown, Township, 1st do.	11	75	..	116	197	5,373	
do	do do 2nd do.	49	77	..	126	187		
do	do do 3rd do.	32	88		120	172		
do	do do 4th do.	80	25	.	105	125		
do	do do 5th do.	99	23	...	122	140		
do	do do 6th do.	58	63	...	121	141		
		620	613	...	1,233	1,859	10,475	
		Blake.	Sproat.					
Bruce, S. R	Kincardine, Village, 1st Division	89	42	.	131	175	1,907	
do	do do 2nd do	59	41	.	100	124		

do	do	Township,	1st	do	86	59		145	171			
do	do	do	2nd	do	40	90	..	130	159			
do	do	do	3rd	do	57	21	..	81	97	...	1,097	
do	do	do	4th	do	76	19	...	95	116			
do	do	do	5th	do	97	4	...	101	111			
do	Brant,	do	1st	do	47	75	...	122	171			
do	do	do	2nd	do	28	59	...	87	113			
do	do	do	3rd	do	51	59	...	110	136			
do	do	do	4th	do	80	57	..	137	162	...	5,994	
do	do	do	5th	do	65	60	...	125	165			
do	do	do	6th	do	19	46	...	65	74			
do	Carrick,	do	1st	do	11	118	...	129	160			
do	do	do	2nd	do	27	94		121	148			
do	do	do	3rd	do	58	69		127	162	...	5,005	
do	do	do	4th	do	57	41	..	98	131			
do	do	do	5th	do	64	26	..	90	122			
do	Culross,	do	1st	do	82	62	..	144	189			
do	do	do	2nd	do	102	61	..	163	193	...	3,839	
do	do	do	3rd	do	58	101		159	201			
do	Kinloss,	do	1st	do	155	21	.	176	227			
do	do	do	2nd	do	93	27	.	120	136	...	3,430	
do	do	do	3rd	do	53	70	..	123	157			
do	Huron,	do	1st	do	73	72	...	145	177			
do	do	do	2nd	do	100	70	..	170	202	...	1,079	
do	do	do	3rd	do	159	38	..	197	237			
do	Greenock,	do	1st	do	66	72	...	138	193			
do	do	do	2nd	do	55	21	...	76	115	...	2,981	
do	do	do	3rd	do	75	91	...	166	202			
					2,082	1,689	...	3,771	4,726		31,332	
Bruce, N. R.					Donald	Sinclair		By	Acclamation		17,183	
					M. Manus	Cumberland	—					
Cardwell	Adjala,	Township,	1st	Division	96	15	...	111	118			
do	do	do	2nd	do ...	26	69	...	95	157	...	2,878	
do	do	do	3rd	do ...	30	62	.	92	121			
do	Mono,	do	1st	do ...	80	20		100	135			
do	do	do	2nd	do ...	54	72		126	157			
do	do	do	3rd	do ...	90	21	...	111	156	...	3,980	
do	do	do	4th	do ...	76	44	...	120	172			
do	Caledon,	do	1st	do ...	45	17	...	62	132			
do	do	do	2nd	do ...	52	31	...	83	142			
do	do	do	3rd	do ...	80	27	...	107	150	...	4,785	
do	do	do	4th	do ...	86	39	...	125	186			
do	do	do	5th	do ...	68	44	...	112	183			

RETURN from the Clerk of the Crown in Chancery, from the Records of the Elections, to the present Legislative Assembly, &c.—*Continued.*

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		McManus.	Cumberland	——				
Cardwell	Albion, Township, 1st Division	90	7	...	97	169		
do	do do 2nd do	84	26	...	110	170		
do	do do 3rd do	85	40	...	125	183	4,857	
do	do do 4th do	39	57	...	96	138		
do	do do 5th do	35	60	...	95	163		
		1,116	651	...	1,767	2,632	16,500	
		Lyon.	Monk.	——				
Carleton	Nepean, Township, 1st Division	45	55	..	100	179		
do	do 2nd Division, 1st do	11	56	...	67	136		
do	do Township, 2nd do	16	15	...	31	81	5,069	
do	do do 3rd do	89	23	...	112	197		
do	do do 4th do	32	71	..	103	169		
do	March, do	17	85	...	102	134	1,347	
do	Richmond, Village	36	3	...	39	55	487	
do	Fitzroy, Township, 1st Division	30	50	...	80	156	3,425	
do	do do 2nd do	40	53	..	93	163		
do	Torbolton, do	29	16	...	45	85	751	
do	Huntley, do 1st Division	48	89	...	137	204	2,634	
do	do do 2nd do	65	7	.	72			
do	Marlborough do 1st do	46	52	..	98	140	2,260	
do	do do 2nd do	42	39	.	81	129		
do	North Gower do 1st do	74	16		90	137		
do	do do 2nd do	50	31		81	114	2,532	
do	do do 3rd do	32	41	.	73	114		
do	Goulburn, do 1st do	41	38	...	79	129		
do	do do 2nd do	35	41	..	76	120	3,234	
do	do do 3rd do	34	41	...	75	133		
		812	822	...	1,634	2,575	21,739	
Cornwall		The Hon. John S. Macdonald		...	....	By Acclamation	7,114	

			Cook.	McDonald.	——				
Dundas	Iroquois, Village		59	29	...	88	129		781
do	Matilda, Township, 1st Division		88	46	...	134	169		
do	do do 2nd do		49	84	...	133	175	...	4,767
do	do do 3rd do		42	87	...	129	171		
do	do do 4th do		69	82	...	151	188		
do	Mountain, do 1st do		50	98	...	148	185		
do	do do 2nd do		76	49	...	125	158	...	3,259
do	do do 3rd do		48	69	...	117	157		
do	Winchester, do 1st do		103	39	...	142	177		
do	do do 2nd do		56	90	...	146	162		
do	do do 3rd do		43	39	...	82	111	...	4,090
do	do do 4th do		35	39	...	74	87		
do	Williamsburgh, do 1st do		101	27	...	128	203		
do	do do 2nd do		92	52	...	144	183		
do	do do 3rd do		99	48	...	147	193	...	4,724
do	do do 4th do		99	54	...	153	197		
do	Morrisburgh, Village		107	20	...	127	197		1,156
			1,216	952	...	2,168	2,842		18,777
Durham, E. R.			....A. T. H.	Williams			By	Acclamation	19,065
Durham, W. R.			.... Edward	Blake			By	Acclamation	18,316
			Laton.	Wilson.	——				
Elgin, E. R.	St. Thomas, Town, St. George's Wrd.		57	91	...	148	313		
do	do do St. Andrew's "		35	29	...	64	126	...	2,197
do	do do St. Patricks's "		29	37	...	66	118		
do	Yarmouth, Township, 1st Division		74	44	...	118	206		
do	do do 2nd do		31	102	...	133	184		
do	do do 3rd do		35	63	...	98	167		
do	do do 4th do		51	63	...	114	201	...	5,562
do	do do 5th do		80	42	...	122	196		
do	do do 6th do		54	74	...	128	202		
do	Malahide, do 1st do		41	50	...	91	157		
do	do do 2nd do		51	78	...	129	200		
do	do do 3rd do		48	70	...	118	190		
do	do do 4th do		93	39	...	132	178	...	5,554
do	do do 5th do		60	38	...	98	174		
do	do do 6th do		54	63	...	117	185		
do	S. Dorchester, do 1st do		32	87	...	119	177		
do	do do 2nd do		44	37	...	81	119		2,071
do	do do 3rd do		51	51	...	102	143		
do	Bayham, do 1st do		43	76	...	119	181		
do	do do 2nd do		56	89	...	145	209		
do	do do 3rd do		78	58	...	136	178		4,892
do	do do 4th do		88	79	...	167	209		
do	do do 5th do		62	36	...	98	143		
do	Vienna, Village		26	46	...	72	98		583
			1,273	1,442	...	2,715	4,254		20,870

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		Price.	Hodgins.					
Elgin, W. R.	Aldborough, Township, 1st Division	52	67		119	175		
do	do do 2nd do	71	63		134	178	3,506	
do	do do 3rd do	30	75		105	127		
do	do do 4th do	46	92		138	197		
do	Dunwich, do 1st do	93	56		149	187		
do	do do 2nd do	27	95		122	163	3,731	
do	do do 3rd do	20	117		137	172		
do	do do 4th do	65	51		116	152		
do	Southwold, do 1st do	67	86		153	186		
do	do do 2nd do	42	101		143	182		
do	do do 3rd do	109	30		139	191	5,559	
do	do do 4th do	41	43		84	112		
do	do do 5th do	85	45		130	160		
do	do do 6th do	23	48		71	93		
		771	969		1,740	2,273	12,796	
		Rankin.	Wigle.	Prince.				
Essex	Windsor, Township, 1st Division	8	7	35	50	83		
do	do do 2nd do	16	8	55	79	176		
do	do do 3rd do	7	8	60	75	194	4,253	
do	do do 4th do	2	7	18	27	63		
do	do do 5th do	2	2	101	105	185		
do	do do 6th do	2	1	30	33	45		
do	Tilbury, Township, W., 1st do	1	20	27	48	119	2,392	
do	do do 2nd do	17	24	3	44	118		
do	Amherstburgh, Town 1st do	24	23	52	99	197	1,936	
do	do do 2nd do	8	23	28	59	133		
do	Anderdon, Township, 1st do	6	23	38	67	132	1,895	
do	do do 2nd do	25	24	7	56	101		
do	Colchester, do 1st do	6	14	22	92	146		
do	do do 2nd do	26	37	37	100	187	2,920	
do	do do 3rd do	18	6	9	33	100		
do	Gosfield, do 1st do	1	96	46	143	190		
do	do do 2nd do	2	28	44	74	114	2,994	
do	do do 3rd do	3	49	41	93	124		

do	Maidstone,	do	1st	do	19	3	28	50	109	2,055
do	do	do	2nd	do	9	5	21	35	135	
do	do	do	3rd	do	4	2	47	53	148	
do	Malden,	do	1st	do		31	16	50	130	1,566
do	do	do	2nd	do	7	11	42	60	126	
do	Mersea,	do	1st	do	..	67	44	111	176	3,218
do	do	do	2nd	do	..	26	32	58	88	
do	do	do	3rd	do	...	48	18	66	138	
do	Rochester,	do	1st	do	4	13	18	35	60	2,152
do	do	do	2nd	do	7	1	24	32	85	
do	do	do	3rd	do	6	15	25	46	86	
do	Sandwich, Town,				3	14	53	100	167	1,160
do	do Township, E.,		1st	do	44	9	21	74	142	
do	do	do	" 2nd	do	34	4	38	76	149	
do	do	do	" 3rd	do	16	11	76	103	171	
do	do	do	W., 1st	do	15	21	45	81	189	
do	do	do	" 2nd	do	15	17	3	35	58	
do	Pelee Island,	do	"		3	5	...	8	18	150
					360	786	1,204	2,350	4,612	26,721
Frontenac					D. Dexter	Calvin			By Acclamation	16,310
					Craig.	McLennar.				
Glengarry	Charlottenburgh, Twnsp.,		1st	Divis.	70	48	...	118	175	6,331
do	do	do	2nd	do	97	37	..	134	196	
do	do	do	3rd	do	111	20	.	131	181	
do	do	do	4th	do	51	91		142	197	
do	Lochiel,	do	1st	do	48	71		119	176	4,827
do	do	do	2nd	do	5	108		113	154	
do	do	do	3rd	do	36	88		124	135	
do	do	do	4th	do	78	29		107	146	
do	Kenyon,	do	1st	do	78	19	.	97	146	4,951
do	do	do	2nd	do	89	22		111	156	
do	do	do	3rd	do	23	108	.	131	172	
do	do	do	4th	do	27	81	..	108	136	
do	Lancaster,	do	1st	do	55	83	...	138	196	4,415
do	do	do	2nd	do	106	25	..	131	179	
do	do	do	3rd	do	88	27	..	115	171	
					962	857	...	1,819	2,516	20,524
					Clark.	Fraser.				
Grenville. S. R.	Augusta, Township,		1st	Division	54	91	.	145	169	5,163
do	do	do	2nd	do	81	71	...	152	193	
do	do	do	3rd	do	63	62	...	125	149	
do	do	do	4th	do	56	73	..	129	145	
do	do	do	5th	do	81	21		102	126	

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		Clark.	Fraser.	——				
Grenville, S. R.	Edwardsburgh, Township, 1st Div.	74	74	...	148	186		
do	do do 2nd do	79	69	...	148	189	5,417	
do	do do 3rd do	73	78	...	151	184		
do	do do 4th do	72	102	...	174	201		
do	Prescott, Town, East Ward	62	31	...	93	157		
do	do do West "	57	53	...	110	193	2,617	
do	do do South "	45	34	...	79	144		
		797	759	...	1,556	2,036	13,197	
		Lauder.	McFayden.	——				
Grey, S. R.	Artemesia, Township, 1st Division	51	32	..	83	136		
do	do do 2nd do	67	6	...	73	143		
do	do do 3rd do	88	7	...	95	127	3,484	
do	do do 4th do	49	2	...	51	89		
do	do do 5th do	46	5	...	51	112		
do	Glenelg, do 1st do	63	37	..	100	133		
do	do do 2nd do	36	56	...	92	127		
do	do do 3rd do	60	48	...	108	151	4,060	
do	do do 4th do	45	26	.	71	114		
do	do do 5th do	33	8	...	41	105		
do	Melancthon, do 1st do	101	7	...	108	177		
do	do do 2nd do	25	4	..	29	81	2,043	
do	do do 3rd do	50	0	...	50	56		
do	Egremont, do 1st do	37	34	...	71	127		
do	do do 2nd do	22	36	..	58	123		
do	do do 3rd do	16	84	...	100	148	3,949	
do	do do 4th do	27	45	...	72	137		
do	do do 5th do	31	39	...	70	119		
do	Osprey, do 1st do	49	3	...	43	68		
do	do do 2nd do	60	23	..	83	114		
do	do do 3rd do	24	29	.	53	105	3,033	
do	do do 4th do	52	13	...	65	109		
do	do do 5th do	33	31	...	64	115		

do	.....	Proton,	do	1st	do	42	1	...	43	56			
do	.....	do	do	2nd	do	74	39	...	113	172			
do	.....	do	do	3rd	do	41	13	...	54	87			
do	.....	Bentinck,	do	1st	do	91	34	...	125	176			
do	.....	do	do	2nd	do	25	88	...	113	165			
do	.....	do	do	3rd	do	53	58	...	111	139			
do	.....	do	do	4th	do	61	29	...	90	145			
do	.....	do	do	5th	do	25	56	...	81	139			
do	.....	Normanby,	do	1st	do	65	33	...	98	194			
do	.....	do	do	2nd	do	67	87	...	154	198			
do	.....	do	do	3rd	do	25	74	...	99	199			
						1,625	1,087	...	2,712	4,386		29,366	
						Scott.	Patterson.						
do	Grey, N. R.	Collingwood,	do	1st	do	38	7	...	45	105			
do	.....	do	do	2nd	do	24	25	...	49	116			
do	.....	do	do	3rd	do	37	20	...	57	132			
do	.....	do	do	4th	do	63	40	...	103	146			
do	.....	Euphrasia,	do	1st	do	37	16	...	53	146			
do	.....	do	do	2nd	do	49	28	...	77	161			
do	.....	do	do	3rd	do	30	47	...	77	141			
do	.....	do	do	4th	do	7	40	...	47	97			
do	.....	St. Vincent,	do	1st	do	43	44	...	87	163			
do	.....	do	do	2nd	do	65	47	...	112	169			
do	.....	do	do	3rd	do	25	56	...	81	183			
do	.....	do	do	4th	do	39	24	...	63	184			
do	.....	Sydenham,	do	1st	do	13	45	...	58	136			
do	.....	do	do	2nd	do	29	28	...	57	124			
do	.....	do	do	3rd	do	42	22	...	64	150			
do	.....	do	do	4th	do	17	27	...	44	110			
do	.....	do	do	5th	do	15	38	...	53	104			
do	.....	Holland,	do	1st	do	83	33	...	116	149			
do	.....	do	do	2nd	do	54	26	...	80	115			
do	.....	do	do	3rd	do	55	12	...	67	121			
do	.....	do	do	4th	do	36	11	...	47	84			
do	.....	Sullivan,	do	1st	do	27	32	...	59	106			
do	.....	do	do	2nd	do	29	23	...	52	91			
do	.....	do	do	3rd	do	39	10	...	49	138			
do	.....	do	do	4th	do	22	12	...	34	108			
do	.....	Derby,	do	1st	do	50	35	...	85	173			
do	.....	do	do	2nd	do	50	42	...	92	166			
do	.....	Sarawak,	do	1st	do	29	14	...	43	103			
do	.....	Keppel, South Division				29	17	...	46	125			
do	.....	do North	do			70	24	...	94	190			
do	.....	Owen Sound, Town Bay Ward.				71	21	...	92	155			
do	.....	do	do	Centre	do	78	30	...	108	210			
do	.....	do	do	River	do	44	57	...	101	163			
						1,339	953	...	2,292	4,564		30,029	

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		Baxter.	Amsden.	——				
Haldimand	Cayuga Village	56	16	..	72	168	803	
do	Rainham, Township, 1st Division	77	33	...	110	174	2,067	
do	do do 2nd do	66	18	...	84	157		
do	Seneca, do 1st do	87	2	...	89	124	3,282	
do	do do 2nd do	81	38	...	119	212		
do	do do 3rd do	49	36	...	85	165		
do	Dunn, do	29	98	...	127	234	1,049	
do	Caledonia, do	24	92	...	116	190	1,216	
do	South Cayuga, Township	52	44	...	96	149	972	
do	North Cayuga, do 1st Div.	107	11	...	118	204	2,012	
do	do do 2nd do	115	5	..	120	167		
do	Walpole, Township, 1st Division	52	55	...	107	72	5,477	
do	do do 2nd do	83	50	...	133	195		
do	do do 3rd do	62	41	..	103	159		
do	do do 4th do	38	37	...	75	124		
do	do do 5th do	42	39	..	81	176		
do	do do 6th do	39	73	...	112	168		
do	Oneida, do 2nd do	91	55	..	149	233	3,183	
do	do do 1st do	59	39	...	98	158		
		1212	782	...	1,994	3,329	20,091	
		Lyon.	Barber.	Appelbe.				
Halton	Esquesing, Township, 1st Division	59	10	.	69	134	6,139	
do	do do 2nd do	32	94	..	126	197		
do	do do 3rd do	42	48	..	90	160		
do	do do 4th do	85	41	...	126	215		
do	do do 5th do	24	38	.	62	95		
do	do do 6th do	23	72	..	95	151		
do	Georgetown, Village	13	115	.	128	197	1,282	
do	Milton, Town, East Ward	21	7	..	31	52	891	
do	do do North do	21	13	..	34	72		
do	do do South do	20	13	.	33	77		
do	Nassagiweya, Township, 1st Div.	49	31	.	80	128	2,964	
do	do do 2nd do	74	15	.	89	146		
do	do do 3rd do	88	16	.	104	151		

do	Nelson, Township, 1st Division	80	68	...	148	200		
do	do do 2nd do	40	55	...	95	181	...	4,619
do	do do 3rd do	46	47	...	93	161		
do	do do 4th do	23	53	...	76	148		
do	Oakville, Town, 1 Ward	5	40	...	45	95		
do	do do 2 do	2	77	...	79	156	...	1,684
do	do do 3 do	4	79	...	83	163		
do	Trafalgar, Township, 1 Ward	46	47	...	93	153		
do	do do 2 do	36	77	...	113	164		
do	do do 3 do	17	65	...	82	164	...	5,027
do	do do 4 do	25	38	...	63	154		
do	do do 5 do	61	35	...	96	195		
		939	1194	...	2,133	3,709		22,606
		Brown.	Williams.	——				
Hamilton	St. Andrew's Ward, No. 1.	61	47	..	108			
do	do do do 2	43	40	...	83			
do	do do do 3	60	80	..	140		765	4,780
do	do do do 4	48	55	...	103			
do	St. Mary's Ward, do 5	53	66	...	119			
do	do do do 6	55	93	...	148			
do	do do do 7	57	57	.	114		1,063	6,669
do	do do do 8	56	74	...	130			
do	do do do 9	64	103	..	167			
do	St. George's Ward, do 10	56	48	...	104			
do	do do do 11	65	57	...	122			
do	do do do 12	49	73	...	122		0	4,583
do	do do do 13	29	50	...	79			
do	St. Patrick's Ward, do 14	70	54	...	124			
do	do do do 15	71	53	..	124		597	4,346
do	do do do 16	53	49	.	102			
do	St. Lawrence Ward, do 17	59	62	.	121			
do	do do do 18	62	85	.	147		813	6,138
do	do do do 19	40	70	.	110			
do	do do do 20	41	78	.	119			
		1092	1294	...	2,386	3,941		26,716
		Corby.	Henderson.	——				
Hastings, E. R.	Hungerford, Township, 1st Division	10	...	..	10	116		
do	do do 2nd do	11	...	.	11	114		
do	do do 3rd do	26	.	.	26	102		4,62
do	do do 4th do	1	.	.	1	78		
do	do do 5th do	3	.	.	3	67		

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		Corby.	Henderson.	——				
Hastings, E. R.	Tyendinaga, Township, 1st Division	18	..		18	190		
do	do do 2nd do	13	8		21	189		
do	do do 3rd do	10	15		25	197	7,573	
do	do do 4th do	28			28	120		
do	do do 5th do		1		1	96		
do	do do 6th do	12			12	153		
do	Thurlow, do 1st do	6	...		6	210		
do	do do 2nd do	11	..		11	87		
do	do do 3rd do	19	.		19	130	5,186	
do	do do 4th do	6	.		6	127		
do	do do 5th do	12	...		12	103		
		186	24		210	2,079	17,392	
Hastings W. R.	.. .. ..	.. Ketcham	Graham	.....	.....	By Acclamation	14,365	
		Boulter.	Ostrom.	——				
Hastings, N. R.	Madoc, Township, 1st Division	36	15	.	51	167		
do	do do 2nd do	20	1		21	113	3,479	
do	do do 3rd do	42	2		44	140		
do	Elzevir, Township .	16	6		22	78	1,393	Including Grimsthorpe.
do	Tudor, Wolleston, Limerick, and							
do	Cashel Townships	2	4		6	22	1,055	
do	Mayo and Carlow Townships . .	3			3	4	285	
do	Stirling, Village	92	3		95	115	779	
do	Marmora and Lake Townships..	53			53	110	1,699	
do	Huntingdon, Township, 1st Division	34	13		47	127		
do	do do 2nd do	13	42		55	113	2,853	
do	do do 3rd do	16	7		23	118		
do	Rawdon, do 1st do	80			80	131		
do	do do 2nd do	67	2	...	69	145	3,688	
do	do do 3rd do	68	3	...	71	147		
do	do do 4th do	62	..	...	62	137		
		604	98	..	702	1,700	15,231	

Huron, N. R.	Colborne, Township, 1st Division	Hays. 77	Gibson. 40	—	117	188	2,429
do	do do 2nd do	77	54	..	128	161	
do	Wawanosh, East Township, 1st Div.	46	72	..	118	157	2,651
do	do do 2nd do	47	53	..	100	143	
do	do do 3rd do	35	45	...	80	101	
do	do West Township, 1st do	49	41	...	90	139	2,748
do	do do 2nd do	61	25	...	86	149	
do	do do 3rd do	25	87	...	112	159	
do	Hullett, Township, 1st Division ...	25	39	..	64	113	3,678
do	do do 2nd do ...	41	20	..	61	104	
do	do do 3rd do ...	13	83	..	96	134	
do	do do 4th do ..	16	86	...	102	149	
do	do do 5th do ..	5	54	..	59	108	
do	Howick, do 1st do ...	76	58	...	134	175	5,417
do	do do 2nd do ...	47	76	...	123	152	
do	do do 3rd do ...	66	48	...	114	184	
do	do do 4th do ...	64	60	..	124	150	
do	do do 5th do ...	29	88	..	117	158	
do	Ashfield, do 1st do ...	52	20	.	72	123	3,893
do	do do 2nd do ..	38	33	..	71	121	
do	do do 3nd do ...	57	55	...	112	153	
do	do do 4th do ...	80	27	..	107	134	
do	do do 5th do ...	16	62	...	78	102	
do	McKillop, do 1st do ...	47	7	..	54	168	3,808
do	do do 2nd do ...	43	39	...	82	150	
do	do do 3rd do ...	69	42	...	111	158	
do	do do 4th do ...	21	51	...	72	119	
do	Seaforth Village	21	30	...	51	71	1,368
do	Grey, Township, 1st Division ...	31	96	...	127	158	3,855
do	do do 2nd do ...	47	86	...	133	167	
do	do do 3rd do ..	33	52	...	85	132	
do	do do 4th do ...	34	87	...	121	163	
do	Turnbury, do 1st do ...	42	45	...	87	123	3,201
do	do do 2nd do ...	42	103	...	145	174	
do	do do 3rd do ...	37	67	...	104	138	
do	Clinton, do 1st do ...	34	65	...	99	168	2,016
do	do do 2nd do ...	20	48	...	68	135	
do	Morris, Township, 1st do ...	62	57	...	119	165	3,952
do	do do 2nd do ...	58	50	..	108	149	
do	do do 3rd do ...	68	52	...	120	148	
do	do do 4th do ...	34	59	..	93	146	
		1,785	2,259	...	4,044	5,889	39,016
		Gibbons.	Carling.	—			
Huron, S. R.	Goderich, Town, 1st Division	73	45	...	118	189	3,954
do	do do 2nd do	71	29	...	100	162	
do	do do 3rd do	43	20	...	63	119	
do	do do 4th do	76	31	...	107	154	

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		Gibbons.	Carling.	———				
Huron, S. R.	Goderich, Township, 1st Division	61	67	...	128	182	3,615	
do	do 2nd do	34	53	...	87	123		
do	do 3rd do	28	91	...	119	152		
do	do 4th do	32	61	...	93	130		
do	Stanley, 1st do	95	35	...	130	170	3,804	
do	do 2nd do	28	96	...	124	178		
do	do 3rd do	62	46	...	108	192		
do	Hay, 1st do	98	54	...	152	191	3,897	
do	do 2nd do	104	44	...	148	177		
do	do 3rd do	106	17	...	123	165		
do	Stephen, 1st do	28	112	...	140	194	4,349	
do	do 2nd do	48	70	...	118	198		
do	do 3rd do	33	57	...	90	186		
do	Usborne, 1st do	52	85	...	137	179	3,831	
do	do 2nd do	14	118	...	132	155		
do	do 3rd do	47	61	...	111	144		
do	do 4th do	90	27	...	117	135		
do	Tuckersmith, 1st do	83	47	...	130	177	3,699	
do	do 2nd do	96	21	...	117	141		
do	do 3rd do	110	19	...	129	150		
do	Seaforth Village	49	45	...	94	126		
		1,561	1,354	...	2,915	4,069	27,149	
		Dawson.	Smith.	———				
Kent	Chatham, Town, 1st Division.	41	73	...	114	198	5,873	
do	do 2nd do	25	45	...	70	116		
do	do 3rd	58	47	...	105	199		
do	do 4th .1	31	60	...	91	173		
do	do 5th do	31	44	...	75	145		
do	do 6th do	51	42	...	93	172		
do	do Township, 1st do	62	74	...	136	216	5,036	
do	do 2nd do	46	78	...	124	199		
do	do 3rd do	73	38	...	111	191		
do	do 4th do	99	34	...	133	186		

Kent	Harwick, Township, 1st Division			64	...	108	159		
do	do do 2nd do	58		52	...	110	165		
do	do do 3rd do	28		58	...	86	146		
do	do do 4th do	43		57	...	100	160	..	5,974
do	do do 5th do	42		43	...	85	137		
do	do do 6th do	72		26	...	98	169		
do	do do 7th do	42		42	...	84	134		
do	Dover, do 1st do	52		19	...	71	106		
do	do do 2nd do	38		42	...	80	110	...	3,315
do	do do 3rd do	38		65	...	103	149		
do	Raleigh, do 1st do	57		51	...	108	172		
do	do do 2nd do	58		28	...	86	132		
do	do do 3rd do	94		28	...	122	185	...	4,081
do	do do 4th do	61		12	...	73	102		
do	Romney, do 1st do	21		25	...	46	124		711
do	East Tilbury, do 1st do	57		34	...	91	140		
do	do do 2nd do	58		20	...	78	135	...	1,846
		1 382		1,199	...	2,581	4,221		26,836
				Breden.	Robinson.	Stewart.			
Kingston	Kingston, City, 1st Division	35		41	2	78	147		
do	do do 2nd do	37		38	6	81	148		1,723 Victoria Ward.
do	do do 3rd do	57		20	...	77	148		2,066 Rideau do
do	do do 4th do	21		18	4	43	91		2,514 Frontenac do
do	do do 5th do	47		30	1	78	147		862 St. Lawrence do
do	do do 6th do	34		53	1	88	154		1,262 Ontario do
do	do do 7th do	67		40	...	107	180		1,944 Sydenham do
do	do do 8th do	64		41	...	105	177		2,036 Cataraqui do
do	do do 9th do	38		68	3	109	182		
do	do do 10th do	45		37	...	82	134		
do	do do 11th do	45		66	...	111	174		
do	do do 12th do	28		76	2	106	168		
do	do do 13th do	27		47	1	75	113		
do	do do 14th do	41		32	...	73	121		
		586		607	20	1,213	2,084		12,407
Lambton				T. B. Pardee.		...	By Acclamation		31,994
Lanark, N. R.				David Galbraith.		...	By Acclamation		13,830
				Code.	Cameron.	Haggart.			
Lanark, S. R.	Montague, Township, 1st Division	63		27	3	93	180		
do	do do 2nd do	76		33	13	122	170	...	3,187
do	Elmsley, North do 1st do	39		21	48	108	148		
do	do do 2nd do	10		8	28	46	75	...	1,418
do	Burgess, North do 1st do	20		21	67	108	161		1,358

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		Code.	Cameron.	Haggart.				
Lanark, S. R.	Beckwith, Township, 1st Division	70	25	36	131	198	1,977	
do	do do 2nd do	57	51	33	141	200		
do	Drummond do 1st do	34	9	41	84	149	2,467	
do	do do 2nd do	53	7	6	66	88		
do	do do 3rd do	58	29	18	105	155		
do	do do 4th do	64	12	3	79	98		
do	Bathurst, do 1st do	41	33	37	111	147	3,220	
do	do do 2nd do	45	27	48	120	190		
do	do do 3rd do	36	12	21	69	87		
do	Sherbrooke, South, Township	56	5	3	64	104	833	
do	Smith's Falls, Village	32	72	40	144	199	1,150	
do	Perth, Town, East Ward	18	3	80	101	171	2,375	
do	do Centre do	23	6	77	106	183		
do	do West do	21	20	64	105	176		
		816	421	666	1,903	2,879	17,985	
		Smith.	Merrick.	——				
Leeds and Grenville, N. R.	Elmsley, Township, 1st Division	22	30	..	52	122	1,241	
do	do do 2nd do	25	18	...	43	73		
do	Kitley, do 1st do	25	53	...	78	162	2,870	
do	do do 2nd do	51	42	...	93	178		
do	do do 3rd do	36	59	...	95	184		
do	Wolford, do 1st do	7	53	...	60	120	2,550	
do	do do 2nd do	44	42	...	86	131		
do	do do 3rd do	58	58	...	116	175		
do	Merrickville, Village	29	60	...	89	131	923	
do	Oxford, Township, 1st Division	22	73	...	95	192	4,051	
do	do do 2nd do	23	48	...	71	151		
do	do do 3rd do	40	56	...	96	195		
do	do do 4th do	30	40	.	70	138		
do	South Gower, Township	26	54	...	80	175	1,023	
do	Kemptville, Village	21	37	...	61	121	872	
		563	723	...	1,185	2,248	13,530	

		Herbert Stevenson.	Stone Grange.	Macdonald. ——		By Acclamation	
Leeds, S. R.							
Lennox	North Frederickburgh, Township,	52	68	...	120	200	1,722
do	1st Easterly Division	41	94	...	135	181	
do	2nd Westerly do						
do	South Fredericksburg, Township,						
	1st Division	42	66	...	108	140	1,497
do	2nd do	46	48	...	94	126	
do	Amherst Island	51	59	...	110	142	1,189
do	Richmond, Township, 1st Division	45	100	...	145	208	
do	do 2nd do	49	78	...	127	166	3,431
do	do 3rd do	29	57	...	86	118	
do	do 4th do	55	60	...	115	157	
do	Adolphustown, Township	46	62	...	108	137	756
do	Ernestown, Township, 1st Division	41	32	...	73	111	
do	do 2nd do	45	81	...	126	203	
do	do 3rd do	92	70	...	162	130	4,233
do	do 4th do	25	64	...	89	160	
do	do 5th do	69	60	...	129	195	
do	Bath, Village	45	21	...	66	91	601
do	Napanee, Town, East Ward	38	35	...	73	129	
do	do West do	33	45	...	78	165	2,967
do	1st Div. Centre Ward	38	54	...	92	286	
do	2nd do do	32	29	...	61	286	
		914	1,183	...	2,097	3,331	16,396
Lincoln		J. C. Carling.	Rykert. Cornish.	...	——	By Acclamation	
London	London City, Ward No. 1, 1st Div.	34	18	...	52	141	
do	do 2nd do	55	33	...	88	164	2,395
do	do 3rd do	49	41	...	90	134	
do	Ward No. 2, 1st do	54	32	...	86	168	
do	do 2nd do	69	41	...	110	206	2,736
do	do 3rd do	41	38	...	79	127	
do	Ward No. 3, 1st do	57	27	...	84	160	
do	do 2nd do	57	21	...	78	141	3,586
do	do 3rd do	49	41	...	90	173	
do	do 4th do	67	51	...	118	174	
do	Ward No. 4	73	35	...	108	192	1,210
do	Ward No. 5, 1st Div.	53	33	...	86	149	
do	do 2nd do	62	49	...	111	180	2,590
do	do 3rd do	55	29	...	84	128	
do	Ward No. 6, 1st do	55	31	...	86	159	
do	do 2nd do	79	19	...	98	144	2,175
do	Ward No. 7	76	19	...	95	164	1,134
		985	558	...	1,543	2,704	15,826

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		Tooley.	Evans.	——				
Middlesex, E. R.....	London, Township, 1st Division...	72	63	...	135	191		
do	do do 2nd do ...	103	78	...	181	238		
do	do do 3rd do ...	65	79	...	144	186		
do	do do 4th do ...	83	34	...	117	138		
do	do do 5th do ...	108	46	...	154	181		
do	do do 6th do ...	75	45	...	120	166	10,991	
do	do do 7th do ...	85	62	...	147	197		
do	do do 8th do ...	110	51	...	161	186		
do	do do 9th do ...	60	42	...	102	138		
do	do do 10th do ...	80	19	...	99	147		
do	Westminster, do 1st do ...	31	110	...	141	192		
do	do do 2nd do ...	52	87	...	139	225		
do	do do 3rd do ...	46	107	...	153	207		
do	do do 4th do ...	43	82	...	125	177	6,386	
do	do do 5th do ...	65	58	...	123	190		
do	do do 6th do ...	46	105	...	151	198		
do	Dorchester, N. do 1st do ...	90	67	...	157	238		
do	do do 2nd do ...	123	61	...	184	193	4,117	
do	do do 3rd do ...	74	88	...	162	210		
do	West Nissouri, do 1st do ...	84	32	...	116	148		
do	do do 2nd do ...	58	60	...	118	149		
do	do do 3rd do ...	43	76	...	119	151	3,561	
do	do do 4th do ...	26	81	...	107	165		
		1,222	1,533	...	3,155	4,211	25,055	
		Smith.	McIntosh.	——				
Middlesex, N. R.....	Adelaide, Township, 1st Division..	48	62	...	110	150		
do	do do 2nd do ...	62	47	...	109	176	2,909	
do	do do 3rd do ...	63	53	...	116	145		
do	Biddulph, do 1st do ...	21	94	...	115	158		
do	do do 2nd do ...	16	105	...	121	161		
do	do do 3rd do ...	46	55	...	101	139	4,198	
do	do do 4th do ...	25	77	...	102	134		

do	.....	Lobo,	do	1st	do	...	87	7	...	94	117	
do	.....	do	do	2nd	do	...	43	30	...	73	100	
do	.....	do	do	3rd	do	...	53	11	...	64	102	... 3,474
do	.....	do	do	4th	do	...	90	...	...	90	108	
do	.....	do	do	5th	do	...	57	25	...	82	107	
do	.....	McGillivray,	do	1st	do	...	53	56	...	109	166	
do	.....	do	do	2nd	do	...	76	36	...	112	178	
do	.....	do	do	3rd	do	...	52	45	...	97	158	... 4,658
do	.....	do	do	4th	do	...	67	27	...	94	145	
do	.....	do	do	5th	do	...	83	17	...	100	147	
do	.....	East Williams,	do	1st	do	...	92	19	...	111	163	
do	.....	do	do	2nd	do	...	50	37	...	87	131	... 2,853
do	.....	do	do	3rd	do	...	75	45	...	120	163	
do	.....	West Williams,	do	1st	do	...	48	27	...	75	139	
do	.....	do	do	2nd	do	...	63	45	...	108	167	... 3,427
do	.....	do	do	3rd	do	...	16	67	...	83	124	
							1,286	987	...	2,273	3,278	21,519
							Currie.	McKenzie.				
Middlesex, W. R.	.....	Delaware, Township,		1st	Division.		51	86	...	137	165	
do	.....	do	do	2nd	do	...	70	38	...	108	135	... 2,523
do	.....	Strathroy, Village,		1st	do	...	19	62	...	81	106	
do	.....	do	do	2nd	do	...	47	103	...	150	196	... 3,232
do	.....	do	do	3rd	do	...	51	66	...	117	161	
do	.....	Caradoc, Township,		1st	do	...	71	59	...	130	161	
do	.....	do	do	2nd	do	...	48	116	...	164	195	
do	.....	do	do	3rd	do	...	26	95	...	121	153	... 5,065
do	.....	do	do	4th	do	...	42	99	...	141	168	
do	.....	Ekfrid,	do	1st	do	...	13	80	...	93	121	
do	.....	do	do	2nd	do	...	27	52	...	79	102	
do	.....	do	do	3rd	do	...	31	56	...	87	104	... 3,123
do	.....	do	do	4th	do	...	25	57	...	82	117	
do	.....	do	do	5th	do	..	39	28	...	67	88	
do	.....	Metcalfe,	do	1st	do	...	94	26	...	120	157	...
do	.....	do	do	2nd	do	...	37	38	...	75	117	2,449
do	.....	do	do	3rd	do	...	51	64	...	115	172	
do	.....	Mosa,	do	1st	do	...	49	68	...	117	161	
do	.....	do	do	2nd	do	...	67	66	...	133	170	... 3,194
do	.....	do	do	3rd	do	..	58	69	...	127	161	
do	.....	Wardsville, Village				.....	38	34	..	72	91	539
							954	1,362	...	2,316	3,001	20,195
							McCallum.	Edgar.				
Monck	.....	Pelham, Township,		1st	Division	...	17	80	...	97	149	
do	.....	do	do	2nd	do	...	25	98	...	123	156	... 2,515
do	.....	do	do	3rd	do	...	31	79	...	110	155	

RETURN from the Clerk of the Crown in Chancery, from the Records of the Elections, to the present Legislative Assembly, &c.—*Continued.*

Electoral District.	Electoral Division, consisting of Township, City, Town, Village, District.	Candidates.			Total Number of Votes Polled in each Division.	No. of Voters on the Voters' Lists in each Division.	Population in each Constituency, as shewn by last Census.	Remarks.
		McCallum.	Edgar.					
Monck	Wainfleet, Township, 1st Division	107	5	...	112	186	2,673	
do	do do 2nd do	51	46	...	97	153 ...		
do	do do 3rd do	42	48	...	90	147		
do	Gainsborough, do 1st do	48	93	...	141	206	3,016	
do	do do 2nd do	37	53	...	90	137 ...		
do	do do 3rd do	40	85	...	125	194		
do	Caistor, do 1st do	28	36	...	64	130	2,166	
do	do do 2nd do	22	64	...	86	127 ...		
do	do do 3rd do	46	53	...	99	130		
do	Canborough, do 1st do	45	48	...	93	127	1,209	
do	do do 2nd do	58	36	...	94	129 ...		
do	Moulton and Sherbrooke do 1st do	82	14	...	96	134	2,099	
do	do do 2nd do	52	23	...	75	128 ...		
do	do do 3rd do	51	36	...	87	143		
do	Dunnville, Village, 1st do	80	15	...	95	134	1,452	
do	do do 2nd do	69	14	...	83	134 ...		
		931	926	...	1,857	2,799	15,130	
		Richards.	Ball.					
Niagara	Niagara, Township, 1st Division...	56	27	...	83	146	2,093	
do	do do 2nd do ...	57	37	...	94	160 ...		
do	do do 3rd do ...	68	46	...	114	176		
do	Niagara, Town, Eastern do ...	33	7	...	40	74	559	
do	do do Western do ...	39	28	...	67	117	511	
do	do do Centre Ward	24	23	...	47	108	530	
		277	168	...	445	781	3,693	
		McCall.	Wilson.					
Norfolk, S. R.	Woodhouse, Township, 1st Div. ...	86	43	...	129	183	3,865	
do	do do 2nd do ...	43	46	...	89	121		
do	do do 3rd do ...	55	35	...	90	131 ...		
do	do do 4th do ...	67	24	...	91	124		
do	do do 5th do ...	44	53	...	97	154		

do	.....	Charlotteville,	do	1st	do	...	65	75	...	140	178				
do	.....	do	do	2nd	do	...	71	53	...	124	169				
do	.....	do	do	3rd	do	...	54	81	...	135	177	...	4,097		
do	.....	do	do	4th	do	...	50	72	...	122	163				
do	.....	do	do	5th	do	...	12	40	...	52	80				
do	.....	Walsingham,	do	1st	do	...	110	25	...	135	203				
do	.....	do	do	2nd	do	...	84	60	...	144	218				
do	.....	do	do	3rd	do	...	47	31	...	78	196	...	5,290		
do	.....	do	do	4th	do	...	44	42	...	86	184				
do	.....	do	do	5th	do	...	37	91	...	128					
do	.....	Houghton,	do	1st	do	...	68	72	...	140	197	...	2,118		
do	.....	do	do	2nd	do	...	72	41	...	113	161				
							1,009	884	...	1,893	2,639		15,370		
								Clark.		Wilson.					
	Norfolk, N. R.	.....	Windham,	Township,	1st	Division	68	62	...	130	143				
do	do	.....	do	do	2nd	do	46	96	...	142	208				
do	do	.....	do	do	3rd	do	55	68	...	123	198	...	4,799		
do	do	.....	do	do	4th	do	56	66	...	122	173				
do	do	.....	do	do	5th	do	55	52	...	107	143				
do	do	.....	Simcoe,	do	1st	do	13	25	...	38	49				
do	do	.....	do	do	2nd	do	40	46	...	86	134	...	1,856		
do	do	.....	do	do	3rd	do	52	60	...	112	169				
do	do	.....	Townsend,	do	1st	do	89	49	...	138	185				
do	do	.....	do	do	2nd	do	110	16	...	126	144				
do	do	.....	do	do	3rd	do	113	40	...	153	190	...	5,477		
do	do	.....	do	do	4th	do	92	24	...	116	141				
do	do	.....	do	do	5th	do	86	22	...	108	135				
do	do	.....	do	do	6th	do	84	48	...	132	177				
do	do	.....	Middleton,	do	1st	do	61	59	...	120	162				
do	do	.....	do	do	2nd	do	43	63	...	106	139	...	3,261		
do	do	.....	do	do	3rd	do	59	58	...	117	165				
							1,122	854	...	1,976	2,655		15,393		
								Webb.		Eyre.	Meyers.				
	Northumberl'nd, E. R.		Cramahe,	Township,	1st	Division..	62	36		3					
do	do	.....	do	do	2nd	do ...	28	30		101	182				
do	do	.....	do	do	3rd	do ...	47	37		58	142	...	3,833		
do	do	.....	do	do	4th	do ...	69	21		1	164				
do	do	.....	Colborne,	Village	.....	.....	36	49		85	169				
do	do	.....	Brighton,	do	1st	Division.....	53	48		92	162				
do	do	.....	do	do	2nd	do	15	27		2	93		823		
do	do	.....	Seymour,	Township,	1st	Division..	10	12		8	104				
do	do	.....	do	do	2nd	do ...	25	16		3	60	...	1,357		
do	do	.....	do	do	3rd	do ...	24	1		1	43				
do	do	.....	do	do	4th	do ...	16	22		20	71				
do	do	.....	do	do	5th	do ...	7	25		25	42				
										7	96				
										11	66				
										6	180				
											32		4,289		
											98	...			
											49				
											118				
											39				
											117				

RETURN from the Clerk of the Crown in Chancery, from the Records of the Elections, to the present Legislative Assembly, &c.—*Continued.*

Electoral District.	Electoral Division, consisting of Township, City, Town, Village, District.	CANDIDATES.			Total Number of Votes Polled in each Division.	No. of Voters on the Voters' Lists in each Division.	Population in each Constituency, as shewn by last Census.	REMARKS.
		Webb.	Eyre.	Meyers.				
Northumberl'nd, E. R	Murray, Township, 1st Division	8	10	67	85	125		
do ...	do do 2nd do	18	3	87	108	164	3,638	
do ...	do do 3rd do	30	1	77	108	173		
do ...	do do 4th do	34	5	41	80	149		
do ...	Brighton, do 1st do	34	24	...	58	91		
do ...	do do 2nd do	35	38	13	86	159	3,733	
do ...	do do 3rd do	39	52	44	135	212		
do ...	do do 4th do	37	28	18	83	163		
do ..	Percy, do 1st do	42	55	10	107	185		
do ...	do do 2nd do	11	63	7	81	193	4,084	
do ..	do do 3rd do	14	60	32	106	186		
		691	664	483	1,841	3,459	21,757	
		Gifford.	Fraser.	——				
North'mberl'nd, W. R	Alnwick, Township.....	88	59	...	147	180	1,369	
do ..	Haldimand, do 1st Division	71	76	...	147	216		
do .	do do 2nd do	68	92	...	160	221		
do ..	do do 3rd do	71	57	...	128	172	5,797	
do ...	do do 4th do	59	56	...	115	213		
do ..	do do 5th do	69	49	...	118	174		
do ..	Hamilton, do 1st do	48	80	...	128	193		
do .	do do 2nd do	73	51	...	124	187		
do ..	do do 3rd do	37	77	...	114	160	5,720	
do .	do do 4th do	70	70	...	140	174		
do ..	do do 5th do	55	50	...	105	165		
do ..	Cobourg, do 1st do	59	66	...	125	187		
do ..	do do 2nd do	49	20	...	79	122		
do ...	do do 3rd do	41	78	...	119	188	4,442	
do ..	do do 4th do	57	54	...	111	199		
do ...	do do 5th do	62	68	...	130	198		
		977	1,013	...	1,990	2,949	17,328	

		Paxton.	Wright.	Wheeler.			
Ontario, N. R.	Brock, Township, 1st Division	5	25	1	31	108	
do	do do 2nd do	55	26	..	81	178	
do	do do 3rd do	18	45	..	63	133	5,175
do	do do 4th do	6	32	...	38	123	
do	do do 5th do	63	31	2	96	175	
do	Reach, do 1st do	49	20	...	69	185	
do	do do 2nd do	38	37	...	75	151	
do	do do 3rd do	56	24	...	80	188	
do	do do 4th do	97	12	...	109	195	6,809
do	do do 5th do	48	33	...	81	158	
do	do do 6th do	21	26	...	47	97	
do	Uxbridge, do 1st do	87	6	...	93	195	
do	do do 2nd do	65	3	...	68	180	
do	do do 3rd do	97	11	...	108	200	4,762
do	do do 4th do	78	8	...	86	162	
do	Scott, do 1st do	42	...	2	44	119	
do	do do 2nd do	59	8	2	69	198	2,775
do	do do 3rd do	45	27	1	73	162	
do	Scugog, do	51	11	...	62	117	
do	Thorah, do 1st Division	36	10	...	46	164	
do	do do 2nd do	66	27	...	93	180	880
do	Mara, do 1st do	79	11	...	90	166	
do	do do 2nd do	58	2	...	60	198	1,965
do	do do 3rd do	38	8	...	46	126	
do	Rama, do	22	3	...	25	71	904
		1,279	446	8	1,733	3,929	25,967

		M'Gill.	Farewell.				
Ontario, S. R.	Pickering, Township, 1st Division	50	64	...	114	159	
do	do do 2nd do	80	42	...	122	172	
do	do do 3rd do	46	82	...	128	192	
do	do do 4th do	38	74	...	112	143	7,375
do	do do 5th do	42	73	...	115	145	
do	do do 6th do	30	78	...	108	186	
do	do do 7th do	40	99	...	139	174	
do	Whitby, Town, 1st do	57	44	...	101	177	
do	do do 2nd do	53	40	...	93	174	2,732
do	do do 3rd do	67	31	...	98	172	
do	Oshawa, Village, 1st do	65	40	...	105	175	
do	do do 2nd do	72	36	...	108	172	
do	do do 3rd do	54	44	...	98	137	3,185
do	do do 4th do	52	30	...	82	133	
do	Whitby, Township, 1st do	35	66	...	101	193	
do	do do 2nd do	85	89	...	174	237	3,220
do	do do 3rd do	42	69	...	111	149	
do	E. Whitby, do 1st do	37	84	...	121	200	
do	do do 2nd do	70	56	...	126	188	3,411
do	do do 3rd do	67	39	...	106	159	
		1,082	1,180	...	2,262	3,437	19,923

RETURN from the Clerk of the Crown in Chancery from the Records of the Elections, to the present Legislative Assembly, &c.—*Continued.*

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Ottawa City.....	Ottawa, City—	Scott.	Preston.	——				
do	St. George's Ward, 1st Division.	32	20	...	52	171		
do	do do 2nd do ...	27	21	...	48	162	3,474	
do	do do 3rd do ...	31	29	...	60	263		
do	Ottawa do 1st do ...	44	2	...	46	210		
do	do do 2nd do ...	31	4	...	35	141	5,738	
do	do do 3rd do ...	39	6	...	45	167		
do	By Ward, 1st do ...	51	12	...	63	196		
do	do 2nd do ...	28	6	...	34	132	5,158	
do	do 3rd do ...	57	4	...	61	267		
do	Wellington Ward, 1st do ...	30	13	...	43	146		
do	do do 2nd do ...	12	12	...	24	121	4,039	
do	do do 3rd do ...	32	23	...	55	194		
do	do do 4th do ...	57	9	...	66	191		
do	Victoria do 1st do ...	62	...	...	62	163	3,156	
do	do do 2nd do ...	41	17	...	58	193		
		574	178	...	752	2,717	21,545	
		Richards.	Oliver.	——				
Oxford, S. R.	N. Norwich, Township, 1st Div....	56	90	...	146	187		
do	do do 2nd do ...	21	60	...	81	147	3,324	
do	do do 3rd do ...	59	61	...	120	185		
do	N. Oxford, do 1st do ...	32	80	...	112	148		
do	do do 2nd do ...	73	20	...	93	147	1,855	
do	W. Oxford, do 1st do ...	26	46	...	72	119		
do	do do 2nd do ...	28	67	...	95	135	2,804	
do	do do 3rd do ...	23	65	...	88	135		
do	Dereham, do 1st do ...	38	76	...	114	194		
do	do do 2nd do ...	48	75	...	123	172		
do	do do 3rd do ...	92	32	...	124	159	5,838	
do	do do 4th do ...	64	59	...	123	160		
do	do do 5th do ...	97	32	...	129	176		
do	East Oxford, do 1st do ...	30	62	...	92	157		
do	do do 2nd do ...	21	56	...	77	143	2,610	
do	do do 3rd do ...	41	63	...	104	147		

do	Ingersoll, Town,	1st do	49	104	...	153	224	4,022
do	do do	2nd do	58	92	...	150	271	
do	do do	3rd do	74	93	...	167	251	
do	S. Norwich, Township,	1st do	38	58	...	96	151	3,225
do	do do	2nd do	39	65	...	104	171	
do	do do	3rd do	38	74	...	112	179	
			1,045	1,430	...	2,475	3,758	23,678
			George	Perry.	By	Acclamation	...	24,559
Oxford, N. R.								
			Coyne.	Bowles.	Capreol.			
Peel	Brampton, Village, 1st Division		91	54	...	145	226	2,090
do	do do	2nd do	62	53	...	115	186	
do	East Chinguacousy, Township,	1st Div.	59	60	...	119	155	6,129
do	do do	2nd do	64	92	...	156	186	
do	do do	3rd do	67	91	...	158	190	
do	West do do	4th do	54	55	...	109	134	
do	do do	5th do	70	65	...	135	174	
do	do do	6th do	63	81	...	144	174	
do	Toronto, Township, 1st Division		79	48	...	127	165	5,974
do	do do	2nd do	84	50	...	134	183	
do	do do	3rd do	68	80	...	148	188	
do	do do	4th do	73	66	...	139	177	
do	do do	5th do	64	41	...	105	133	
do	do do	6th do	71	79	...	150	186	
do	Gore of Toronto, Township,	1st Div.	33	74	...	107	149	1,559
do	do do	2nd do	67	28	...	95	126	
do	Streetsville, Village		49	42	...	91	136	617
			1,118	1,059	...	2,177	2,868	16,369
			Monteith.	Ballantyne.	——			
Perth, N. R.	Stratford, Town, Shakespeare Wd.		64	31	...	95	146	4,313
do	do do Hamlet Ward		40	23	...	63	105	
do	do do Avon	do	61	39	...	100	175	
do	do do Falstaff	do	46	52	...	98	173	
do	do do Romeo	do	61	37	...	98	184	
do	Wallace, Township, 1st Division		67	63	..	130	174	3,581
do	do do	2nd do	73	25	...	98	181	
do	do do	3rd do	117	4	...	121	161	
do	Listowell, Village		50	71	...	121	151	976
do	Elma, Township, 1st Division		68	57	...	125	173	3,616
do	do do	2nd do	58	48	...	106	154	
do	do do	3rd do	72	35	...	107	146	
do	do do	4th do	66	23	...	89	135	

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		Monteith.	Ballantyne.	——				
Perth, N. R.	Logan, Township, 1st Division	91	49	...	140	175		
do	do do 2nd do	95	43	...	138	186	3,199	
do	do do 3rd do	35	73	...	108	157		
do	Ellice, do 1st do	61	33	...	97	158		
do	do do 2nd do	100	28	...	128	170	2,886	
do	do do 3rd do	68	20	...	88	151		
do	Mornington, do 1st do	69	68	...	137	196		
do	do do 2nd do	101	48	...	149	196	3,808	
do	do do 3rd do	97	65	...	162	190		
do	N. Easthope, do 1st do	15	78	...	93	174		
do	do do 2nd do	26	92	...	118	171	2,998	
do	do do 3rd do	26	81	...	107	147		
		1,630	1,186	...	2,816	4,129	25,377	
		Trow.	Guest.	——				
Perth, S. R.	S. Easthope, Township, 1st Division	142	5	...	147	185	2,275	
do	do do 2nd do	84	13	...	97	126		
do	Downie, do 1st do	69	25	...	94	123		
do	do do 2nd do	85	39	...	124	151	3,738	
do	do do 3rd do	76	53	...	129	173		
do	do do 4th do	18	83	...	131	172		
do	Fullarton, do 1st do	71	60	...	131	182		
do	do do 2nd do	56	69	...	125	171	2,903	
do	do do 3rd do	101	28	...	129	158		
do	Hibbert, do 1st do	31	88	...	119	166		
do	do do 2nd do	67	61	...	128	170	3,402	
do	do do 3rd do	88	39	...	127	159		
do	Blanshard, do 1st do	34	70	...	104	142		
do	do do 2nd do	30	69	..	99	130		
do	do do 3rd do	22	71	...	93	124	3,905	
do	do do 4th do	36	48	..	84	122		
do	do do 5th do	39	58	...	97	129		
do	Mitchell, Village, 1st Division	72	61	...	133	186	1,802	
do	do do 2nd do	47	51		98	158		

do	St. Mary's, Town, 1st do	27	80	...	107	183	3,120	
do	do do 2nd do	20	82	...	102	166		
do	do do 3rd do	12	48	...	60	127		
do	do do 4th do	14	101	...	115	171		
		1,271	1,302	...	2,573	3,574	21,145	
		Carnegie.	Fairbairn.	——				
Peterborough, W. R.	South Monaghan, Township.....	76	82	...	158	184	1,145	
do ...	North do do	62	57	...	119	193	1,479	
do ...	Smith, Township, 1st Division.....	40	77	...	117	156	3,428	
do ...	do do 2nd do	47	59	...	106	148		
do ...	do do 3rd do	46	60	...	106	140		
do ...	Ennismore do	35	72	...	107	134	1,104	
do ...	Peterborough, Town, Centre Ward.	48	38	...	86	146	4,613	
do ...	do do South do	56	48	...	104	167		
do ...	do North Ward, 1st Div..	50	54	...	104	257		
do ...	do do 2nd do	29	41	...	70			
do ...	do East Ward, 1st do	56	31	...	87	253		
do ...	do do 2nd do	50	29	...	79			
		595	648	...	1,243	1,778	11,769	
		Read.	O'Donohoe.	Pearce.				
Peterborough, E. R.	Ashburnham, Village	63	29	...	92	134	1,197	
do ...	Asphodel, Township, 1st Division.	54	33	...	87	145	3,247	
do ...	do do 2nd do	62	11	...	73	114		
do ...	do do 3rd do	63	28	...	91	129		
do ...	Belmont & Methuem, Townships..	31	14	2	47	93	1,575	
do ...	Dummer, Township, 1st Division.	48	29	...	77	233	1,951	
do ...	do do 2nd do	27	14	...	41			
do ...	Douro, do 1st do	9	87	...	96	179	2,671	
do ...	do do 2nd do	46	54	...	100	141		
do ...	Burleigh, do	21	10	2	33	68	721	Including Anstruther, Monmouth, Chandos and Cardiff.
do ...	Dysert, do	18	...	...	18	25	655	Including Dudley, Harcourt, Guilford, Harbourn & Bruton.
do ...	Galway, do	14	5	...	19	30	521	Including Cavendish.
do ...	Harvey, do	45	2	...	47	79	670	
do ...	Otonabee, do 1st Division.	90	41	...	131	195	3,992	
do ...	do do 2nd do	58	73	...	131	197		
do ..	do do 3rd do	48	49	...	97	181		
do ...	Snowden, do	27	...	...	27	48	399	Including Glamorgan.
do ..	Stanhope, do	12	...	...	12	21	310	Including Sherborne.
do ...	Minden, do	43	1	..	44	74	797	
		779	480	4	1,263	2,086	18,706	

RETURN from the Clerk of the Crown in Chancery, from the Records of the Elections, to the present Legislative Assembly, &c.—*Continued.*

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		Boyd.	Hamilton.	——				
Prescott	Longueil, Township	40	105	...	145	201	1,835	
do	Hawkesbury, Village, 1st Division	8	155	...	163	211	1,671	
do	do do 2nd do	4	20	...	24			
do	Alfred, Township, 1st do	20	75	...	95	260	1,697	
do	do do 2nd do	36	53	...	89			
do	Caledonia, do	88	26	...	114	155	1,281	
do	N. Plantagenet, Township, 1st Div.	67	49	...	116	149	3,000	
do	do do 2nd do	41	62	...	106	138		
do	S. Plantagenet, do	135	31	...	166	199	1,575	
do	W. Hawkesbury, do 1st Div.	91	56	...	147	295	1,977	
do	do do 2nd do	29	36	...	65			
do	E. Hawkesbury, do 1st do	31	31	...	62			
do	do do 2nd do	20	45	...	65			
do	do do 3rd do	19	59	...	78	471	4,611	
do	do do 4th do	50	17	...	67			
do	do do 5th do	37	33	...	70			
		719	853	...	1,572	2,079	17,647	
		Striker.	Anderson.	——				
Prince Edward	Picton, Town, Hallowell Ward	60	37	...	97	141		
do	do do Brock do	68	51	...	119	181	2,361	
do	do do Tecumseth do	19	27	...	46	60		
do	Marysburgh, Township, 1st S. Div.	53	123	...	176	181	2,140	
do	do do 2nd do	64	56	...	120	144		
do	do do 1st N. Div.	67	79	...	146	195	1,794	
do	do do 2nd do	49	44	...	93	107		
do	Athol, Township, 1st Division	75	67	...	142	184	1,740	
do	do do 2nd do	45	81	...	126	160		
do	Hallowell, do 1st do	57	49	...	106	138		
do	do do 2nd do	81	71	...	155	167		
do	do do 3rd do	70	21	...	91	115	3,554	
do	do do 4th do	75	27	...	102	147		
do	do do 5th do	38	36	...	71	100		

do	.....	Wellington, Village.....	46	34	...	80	124	517	
do	.....	Hillier, Township, 1st Division	66	97	...	163	197	2,224	
do	.....	do do 2nd do	91	75	...	166	198		
do	.....	Ameliasburgh, do 1st do	71	49	...	120	160	3,304	
do	.....	do do 2nd do	58	40	...	98	133		
do	.....	do do 3rd do	51	60	...	111	176		
do	.....	do do 4th do	67	104	...	171	209		
do	.....	Sophiasburgh, do 1st do	97	72	...	169	202	2,702	
do	.....	do do 2nd do	94	57	...	151	189		
do	.....	do do 3rd do	57	35	...	92	119		
			1,522	1,392	...	2,914	3,727	20,336	
			Harrington.	Stewart.	——				
Renfrew, S. R.	.....	Sebastopol, Township.....	5	...	...	5	8	650	
do	.....	Bagot and Blythefield, Townships	31	8	...	39	67	1,142	
do	.....	Griffith and Mattawatchan, do	3	...	...	3	8	406	
do	.....	Brougham, Township.....	21	2	...	23	41	521	
do	.....	Admaston, do	43	33	...	76	187	1,988	
do	.....	M'Nab, do 1st Division	36	61	...	97	128	2,855	
do	.....	do do 2nd do	41	65	...	106	161		
do	.....	Horton, do	36	48	...	84	180	1,267	
do	.....	Renfrew, Village.....	32	36	..	68	97	865	
do	.....	Brudenell, Raglan, Radcliff and Lyndoch, Townships.....	39	...	...	39	53	1,210	
do	.....	Arnprior, Village.....	78	5	...	83	115	1,714	
do	.....	Gratton, Township.....	83	...	...	83	134	1,481	
			448	258	...	706	1,179	14,099	
			Murray.	Deacon.	——				
Renfrew, N. R.	.....	Alice, Township	36	53	...	89	117	1,563	Including Fraser Township.
do	.....	Bromley, do	96	30	...	126	154	1,428	
do	.....	Head, do	...	...	...	.....	.....	140	
do	.....	Pembroke, do	22	43	...	65	92	640	
do	.....	Ross, do 1st Division.....	31	59	...	90	121	1,682	
do	.....	do do 2nd do	39	42	...	81	98		
do	.....	Petawawa, do	8	5	...	13	19	370	
do	.....	Stafford, do	51	46	...	97	114	798	
do	.....	Westmeath, do 1st Division.....	28	137	...	165	226	2,632	
do	.....	do do 2nd do	24	69	...	93	140		
do	.....	N. and S. Algoma, Townships.....	37	3	...	40	58	700	
do	.....	Rolph, Buchanan, Wylie, Fraser and McKay, Townships.....	21	3	...	24	26	459	
do	.....	Pembroke, Village.....	60	61	...	121	190	1,508	
do	.....	Wilberforce, Township.....	35	89	...	124	163	1,955	
			488	640	...	1,128	1,518	13,875	

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		Craig.	Morgan.	Hely.				
Russell	Cambridge, Township	28	...	...	28	99	769	
do	Cumberland, do 1st Division	73	7	...	80	327	2,922	
do	do do 2nd do	77	23	...	100			
do	Russell, do 1st do	122	17	...	139	205	2,339	
do	do do 2nd do	77	...	...	77	109		
do	Clarence, do 1st do	49	25	...	74	154	2,666	
do	do do 2nd do	53	8	...	61	141		
do	New Edinburgh, Village	20	32	...	52	101	596	
do	Gloucester, Township, 1st Division	66	26	2	94	167		
do	do do 2nd do	40	43	2	85	131		
do	do do 3rd do	58	37	2	97	192	4,785	
do	do do 4th do	15	46	..	61	122		
do	do do 5th do	37	41	...	78	180		
do	Osgoode, do 1st do	16	85	...	101	191		
do	do do 2nd do	12	109	...	121	189		
do	do do 3rd do	22	108	1	131	191	4,267	
do	do do 4th do	8	120	...	128	185		
		773	727	7	1,507	2,684	18,344	
Simcoe, S. R.		T. R.	Ferguson.		By Acclamation		23,671	
		Lount.	Ardagh.	Cook.				
Simcoe, N. R.	Barrie, Town, St. Andrew's Ward	43	45	10	98	130		
do	do do St. Patrick's do	14	34	..	48	70	3,398	
do	do do St. George's do	34	26	6	66	91		
do	Collingwood, Town, Centre do	33	46	29	108	169		
do	do do East do	21	11	3	35	58	2,829	
do	do do West do	11	8	25	41	87		

do	.....	Flos, Township,	1st	Division	24	48	28	100	145	...	1,756
do	.....	do do	2nd	do	14	37	17	68	126		
do	.....	Medonte, do	1st	do	11	58	46	115	152	...	2,541
do	.....	do do	2nd	do	20	57	33	110	138		
do	.....	do do	3rd	do	3	35	22	60	81		
do	.....	Nottawasaga, do	1st	do	15	87	44	146	183	...	6,704
do	.....	do do	2nd	do	26	38	62	126	158		
do	.....	do do	3rd	do	34	46	27	107	131		
do	.....	do do	4th	do	21	60	34	115	176		
do	.....	do do	5th	do	18	77	49	144	195		
do	.....	do do	6th	do	19	55	48	122	157		
do	.....	Oro, do	1st	do	13	54	56	123	184	...	4,364
do	.....	do do	2nd	do	24	43	39	106	158		
do	.....	do do	3rd	do	31	42	33	106	162		
do	.....	do do	4th	do	18	20	66	104	131		
do	.....	Orillia and Matchedash Townships,	1st	do	19	44	46	109	194	...	1,894
do	.....	do do	2nd	do	12	11	32	55	84		
do	.....	Orillia, Village,	1st	do	20	34	26	80	114	...	1,322
do	.....	do do	2nd	do	12	21	18	51	107		
do	.....	Sunnidale, Township,	1st	do	22	33	27	82	263	...	1,991
do	.....	do do	2nd	do	28	17	61	106			
do	.....	Tiny, do	1st	do	8	67	71	146	330	...	3,214
do	.....	do do	2nd	do	6	42	39	87			
do	.....	Tay, do			6	56	26	88	156		1,629
do	.....	Vespra, do	1st	do	49	73	7	129	190	...	2,077
do	.....	do do	2nd	do	26	29	11	66	84		
					655	1,354	1,041	3,050	4,394		33,719
					Colquhoun.	Bethune.	——				
Stormont	.....	Finch, Township	1st	Division	52	61	...	113	148	...	2,729
do	.....	do do	2nd	do	25	87	...	112	154		
do	.....	do do	3rd	do	73	30	...	103	152		
do	.....	Roxborough, do	1st	do	40	92	...	132	176	...	3,353
do	.....	do do	2nd	do	60	84	...	144	182		
do	.....	dd do	3rd	do	12	94	...	106	137		
do	.....	Osnabruck, do	1st	do	92	31	...	123	162	...	5,791
do	.....	do do	2nd	do	56	51	...	107	157		
do	.....	do do	3rd	do	107	26	...	133	176		
do	.....	do do	4th	do	80	43	...	123	168		
do	.....	do do	5th	do	73	48	...	121	159		
do	.....	do do	6th	do	35	53	...	88	119		
					705	700	...	1,405	1,890		11,873

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		Wallis.	Crooks.	——				
Toronto, West	St. John's Ward, 1st Division	52	49	...	101	187		
do	do do 2nd do	34	54	...	88	168		
do	do do 3rd do	39	61	...	100	176		
do	do do 4th do	55	64	...	119	197		
do	do do 5th do	30	68	...	98	175		
do	do do 6th do	13	94	...	107	184	10,868	
do	do do 7th do	44	71	...	115	194		
do	do do 8th do	31	70	...	101	186		
do	do do 9th do	23	62	...	85	181		
do	do do 10th do	23	79	...	102	192		
do	do do 11th do	15	39	...	54	94		
do	St. Andrew's Ward, 1st Division	52	41	...	93	193		
do	do do 2nd do	46	38	...	84	199		
do	do do 3rd do	53	47	...	100	195		
do	do do 4th do	54	43	...	97	186	8,918	
do	do do 5th do	56	40	...	96	191		
do	do do 6th do	29	74	...	103	171		
do	do do 7th do	62	34	...	96	183		
do	do do 8th do	41	15	...	56	95		
do	St. Patrick's do 1st do	80	32	...	112	187		
do	do do 2nd do	53	48	...	101	177		
do	do do 3rd do	44	41	...	85	186		
do	do do 4th do	35	43	...	78	177	7,903	
do	do do 5th do	60	36	...	96	192		
do	do do 6th do	60	23	...	83	174		
do	do do 7th do	78	24	...	102	180		
do	do do 8th do	27	22	...	49	122		
do	St. George's do 1st do	27	53	...	80	181		
do	do do 2nd do	47	42	...	89	174		
do	do do 3rd do	19	41	...	60	133	3,534	
do	do do 4th do	23	33	...	56	139		
do	do do 5th do	11	6	...	17	38		
		1,316	1,487	...	2,803	5,407	31,223	

			Cameron.	Medcalf.	—				
Toronto, East	St. Lawrence Ward, 1st Division		52	49	..	101	194		
do	do do 2nd do		54	46	...	100	194		
do	do do 3rd do		61	19	...	80	177	...	3,861
do	do do 4th do		47	46	...	93	183		
do	do do 5th do		39	34	...	73	125		
do	St. David's do 1st do		44	47	..	91	166		
do	do do 2nd do		44	55	...	99	189		
do	do do 3rd do		52	62	...	114	181		
do	do do 4th do		49	38	..	87	193		
do	do do 5th do		48	25	..	73	199		
do	do do 6th do		52	42	..	94	187	...	11,229
do	do do 7th do		45	63	..	108	186		
do	do do 8th do		44	67	...	111	197		
do	do do 9th do		89	33	...	122	191		
do	do do 10th do		15	35	..	50	75		
do	St. James' do 1st do		40	42	...	82	169		
do	do do 2nd do		55	34	..	89	174		
do	do do 3rd do		40	57	..	97	167		
do	do do 4th do		32	27	..	79	172		
do	do do 5th do		45	47	..	92	185		
do	do do 6th do		39	52	...	91	176	...	9,779
do	do do 7th do		46	62	..	108	195		
do	do do 8th do		48	36	...	84	170		
do	do do 9th do		58	35	...	93	185		
do	do do 10th do		44	13	...	87	169		
do	do do 11th do		30	16	...	46	86		
			1,232	1,112	...	2,344	4,485		24,869
			McCrae.	Ullyott.	—				
Victoria, N. R	Bexley Township		42	1	..	43	78		489
do	Cardon and Dalton Townships		88	1	..	89	133		1,027
do	Eldon Township, 1st Division		104	26	...	130	192		
do	do do 2nd do		56	54	...	110	174	...	3,052
do	do do 3rd do		74	1	...	75	98		
do	Fenelon do 1st do		3	111	...	114			
do	do do 2nd do		64	43	...	107	134	...	3,949
do	do do 3rd do		18	47	...	65			
do	Laxton, Digby and Longford Townships		20	15	..	35	57		850
do	Anson, Lutterworth and Hindon Townships		...	35	..	35	46		515
do	Morrison Township		7	1	...	8	25		Omitted Census.
do	Muskoka do		9	7	..	16	37		do do
do	Draper, Oakley and Ryde Townships		3	21	...	24	44		do do

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		McCrae.	Ullyott.	——				
Victoria, N. R.	Somerville Township	7	38	...	45	97	1,074	
do	Macaulay do	15	4	...	19	40		Omitted Census.
do	Monck do	3	19	...	22	47		do do
do	Stepnenson do	5	4	...	9	35		do do
		518	428	..	946	1,537	10,956	
		Matchett.	Wood.	——				
Victoria, S. R.	Ops Township, 1st Division	11	93	...	104	177		
do	do do 2nd do	15	56	...	71	126	3,350	
do	do do 3rd do	16	55	...	71	102		
do	do do 4th do	58	9	...	67	104		
do	Lindsay Town, South Ward	8	70	...	78	155		
do	do do East do	13	95	...	108	185	4,049	
do	do do North do	11	127	..	138	238		
do	Verulam Township, 1st Division	43	25	...	68	119	2,692	
do	do do 2nd do	15	68	..	83	173		
do	Mareposa do 1st do	21	53	...	74	187		
do	do do 2nd do	21	46	...	70	167		
do	do do 3rd do	10	67	..	77	148	5,363	
do	do do 4th do	11	93	...	104	170		
do	do do 5th do	2	82	...	84	174		
do	do do 6th do	...	86	...	86	165		
do	Emily do 1st do	108	2	..	110	136		
do	do do 2nd do	180	4	...	184	197	3,790	
do	do do 3rd do	102	9	...	111	132		
do	do do 4th do	48	6	...	54	70		
		696	1,046	...	1,742	2,905	19,244	

				Clemens.	Erb.	——			
Waterloo, S. R.	Waterloo Township,	1st	Division	105	24	...	129	186 } ...	4,198
do	do do	2nd	do	81	34	...	115	160 }	
do	do do	3rd	do	65	49	...	114	159 }	
do	Wilmot do	1st	do	60	52	...	112	153 } ...	5,811
do	do do	2nd	do	74	19	...	93	177	
do	do do	3rd	do	45	57	...	102	186	
do	do do	4th	do	12	75	...	87	128	
do	do do	5th	do	35	35	...	70	113	
do	North Dumfries do	1st	do	114	17	...	131	177 }	
do	do do	2nd	do	98	23	...	121	193 } ...	3,951
do	do do	3rd	do	105	17	...	122	179 }	
do	do do	4th	do	112	16	...	128	177 }	
do	Galt Town		1st do	48	36	...	84	111 }	
do	do		2nd do	51	58	...	109	137 } ...	3,827
do	do		3rd do	45	31	...	76	103 }	
do	do		4th do	77	21	...	98	125 }	
do	Preston Village			6	141	...	147	204	1,408
do	New Hamburg Village			63	53	...	116	146	1,003
do	Hespeler do			19	43	...	62	90	797
				1,215	801	...	2,016	2,904	20,995
Waterloo, N. R.				Moses	Springer		By	Acclamation	19,256
				Beatty.	Currie.	——			
Welland	Thorold Township,	1st	Division	68	29	..	97	156 }	
do	do do	2nd	do	41	49	...	90	138 } ...	2,502
do	do do	3rd	do	51	54	...	105	164 }	
do	Stamford do	1st	do	38	63	...	101	173 }	
do	do do	2nd	do	44	52	...	96	182 } ...	2,999
do	do do	3rd	do	47	67	...	114	175 }	
do	Humberstone do	1st	do	43	61	...	104	194 }	
do	do do	2nd	do	15	68	...	83	133 } ...	2,472
do	do do	3rd	do	23	30	...	53	118 }	
do	Willoughby do	1st	do	37	18	...	55	105 }	
do	do do	2nd	do	17	82	...	49	114 } ...	1,250
do	Bertie do	1st	do	51	58	...	109	179 }	
do	do do	2nd	do	39	56	...	95	159 } ...	2,933
do	do do	3rd	do	57	50	...	107	190 }	
do	Crowland do	1st	do	37	73	...	110	166 }	
do	do do	2nd	do	29	46	...	75	103 } ...	1,317
do	Port Colborne Village			51	63	...	114	161	988
do	Fort Erie do			36	23	...	59	118	835
do	Chippawa do			52	43	...	95	155	922

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		Beatty.	Currie.	——				
Welland	Clifton Town, South Ward	12	15	...	27	48	1,610	
do	do do North do	25	15	...	40	55 ...		
do	do do Centre do	30	40	...	70	97		
do	Welland Village, 1st Division	38	41	..	79	114	1,110	
do	do do 2nd do	53	37	...	90	147 ...		
do	Thorold do Western Division	54	41	...	98	139	1,635	
do	do do Eastern do	55	55	...	110	160 ...		
		1,043	1,182	...	2,225	3,643	20,573	
		McKim.	Cross.	——				
Wellington, N. R.	Amaranth Township, 1st Division	46	48	...	94	170	1,943	
do	do do 2nd do	49	31	...	80	139 ...		
do	Luther do 1st do	51	43	..	94	139	1,772	
do	do do 2nd do	49	20	..	69	108 ...		
do	do do 3rd do	39	39	..	78	130		
do	Maryborough do 1st do	23	30		53	96	4,418	
do	do do 2nd do	41	25		66	115		
do	do do 3rd do	29	48	...	77	126 ...		
do	do do 4th do	54	16	..	70	139		
do	do do 5th do	56	64	...	120	173		
do	Peel do 1st do	60	23	...	83	183	5,744	
do	do do 2nd do	46	32	...	78	165		
do	do do 3rd do	65	36	..	101	166		
do	do do 4th do	85	17	...	102	163 ...		
do	do do 5th do	91	23	...	114	161		
do	do do 6th do	69	18	...	87	130		
do	Minto do 1st do	103	31	..	134	183	4,861	
do	do do 2nd do	75	18	...	93	172		
do	do do 3rd do	82	14	...	96	146 ...		
do	do do 4th do	31	23	..	34	124		
do	do do 5th do	45	38	.	83	136		

do	...	Arthur	do	1st	do	43	71	...	114	166
do	...	do	do	2nd	do	81	27	...	108	164
do	...	do	do	3rd	do	56	14	...	70	149 ... 4,376
do	...	do	do	4th	do	30	21	...	51	94
do	...	do	do	5th	do	37	27	...	64	138
do	...	Mount Forest Village, 1st Division				51	55	...	106	155
do	...	do	do	2nd	do	44	27	...	71	127 ... 1,370
						1,531	879	...	2,410	4,057 24,484
						McLaren.	Clark.			
Wellington, C. R.	...	Garafraxa Township, E., 1st Div.				82	5	...	87	149
do	...	do	do		2nd do	45	33	...	78	149 ... 2,579
do	..	do	do		3rd do	33	42	...	75	140
do	...	do	do	W.,	1st do	29	75	...	104	166
do	...	do	do		2nd do	40	31	...	71	156 ... 3,128
do	...	do	do		3rd do	31	66	...	97	165
do	...	Pilkington Township, 1st Division				3	64	...	67	124
do	...	do	do	2nd	do ...	6	51	...	57	122 ... 2,308
do	...	do	do	3rd	do ...	26	57	...	83	159
do	...	Nichol	do	1st	do ...	62	41	..	103	164
do	...	do	do	2nd	do ...	2	92	...	94	158 ... 2,737
do	...	do	do	3rd	do ...	12	61	...	73	140
do	...	Orangeville Village, 1st			do ...	21	35	...	56	
do	...	do	do	2nd	do ...	42	37	...	79	216 ... 1,458
do	..	Erin Township, 1st Division				32	82	...	114	194
do	...	do	do	2nd	do	83	61	...	144	196
do	...	do	do	3rd	do	22	68	..	90	147 ... 5,327
do	...	do	do	4th	do	76	84	...	160	191
do	...	Elora Village, 1st			do	8	53	...	61	126
do	...	do	do	2nd	do	5	113	...	118	180 ... 1,498
do	...	Fergus	do	1st	do	59	61	...	120	
do	...	do	do	2nd	do	16	33	...	49 ...	323 ... 1,666
do	...	Eramosa Township, 1st Division				15	75	...	90 ...	155
do	...	do	do	2nd	do ...	7	76	...	83	163 ... 3,758
do	...	do	do	3rd	do ...	34	69	..	103	148
						791	1,465	...	2,256	3,831 24,459
Wellington, S. R.	...	.....				..... Peter	Gow		....By	Acclamation 14,347

RETURN from the Clerk of the Crown in Chancery, from the Records of the Elections, to the present Legislative Assembly, &c.—*Continued.*

Electoral District.	Electoral Division consisting of Township, City, Town, Village, District.	CANDIDATES.			Total Number of Votes Polled in each Division.	No. of Voters on the Voters' Lists in each Division.	Population in each Constituency, as shewn by last Census.	REMARKS.
		Christie.	Wood.	——				
Wentworth, N. R.	Beverley Township, 1st Division	79	33	...	112	153		
do	do do 2nd do	67	40	...	107	150		
do	do do 3rd do	72	47	...	119	190		
do	do do 4th do	126	21	...	147	186	5,803	
do	do do 5th do	77	7	...	84	108		
do	do do 6th do	49	30	...	79	116		
do	West Flamborough, 1st do	45	39	...	84	121		
do	do do 2nd do	38	54	...	92	127		
do	do do 3rd do	79	39	..	118	183	3,413	
do	do do 4th do	68	60	...	128	170		
do	East do 1st do	41	44	...	85	105		
do	do do 2nd do	58	67	...	125	170		
do	do do 3rd do	41	129	...	170	212	3,894	
do	do do 4th do	61	29	...	90	120		
do	Dundas Town, Canal Ward	37	34	...	71	127		
do	do do Foundry do	36	44	...	80	119		
do	do do Mountain do	42	34	...	76	137	3,135	
do	do do Valley do	55	49	...	104	143		
		1,071	800	...	1,871	2,637	16,245	
		Sexton.	Spohn.	——				
Wentworth, S. R.	Ancaster Township, 1st Division	120	4	...	124	184		
do	do do 2nd do	97	5	...	102	180		
do	do do 3rd do	82	14	...	96	183	5,005	
do	do do 4th do	53	23	...	76	141		
do	do do 5th do	65	10	...	75	155		
do	Barton do 1st do	51	35	...	86	210		
do	do do 2nd do	62	30	...	92	206	2,865	
do	do do 3rd do	28	16	...	44	95		
do	Binbrook do 1st do	66	49	...	115	171	1,946	
do	do do 2nd do	47	43	...	90	164		

do	...	Glanford	do	1st	do	...	71	27	...	98	151	2,039
do	...	do	do	2nd	do	...	47	37	...	84	126	
do	...	do	do	3rd	do	...	52	36	...	88	137	
do	...	Saltfleet	do	1st	do	...	43	55	...	98	178	2,783
do	...	do	do	2nd	do	...	21	49	...	70	113	
do	...	do	do	3rd	do	...	52	39	...	91	154	
							957	472	...	1,429	2,548	14,638
								Crosby.		Hosteller.		
York, E. R.	...	Markham Township, 1st Division...					51	26	———	77	170	
do	...	do	do	2nd	do	...	27	57	...	84	204	
do	...	do	do	3rd	do	...	69	21	...	90	181	
do	...	do	do	4th	do	...	61	15	...	76	180	8,15
do	...	do	do	5th	do	...	52	26	...	78	170	
do	...	do	do	6th	do	...	31	4	...	35	117	
do	...	do	do	7th	do	...	28	18	...	46	94	
do	...	do	do	8th	do	...	41	20	...	61	148	
do	...	Scarboro'	do	1st	do	...	43	8	...	51		
do	...	do	do	2nd	do	...	26	27	...	53	757	4,615
do	...	do	do	3rd	do	...	44	4	...	48		
do	...	do	do	4th	do	...	35	16	...	51		
do	...	York East	do	1st	do	...	29	9	...	38	183	
do	...	do	do	2nd	do	...	34	19	...	53	180	4,390
do	...	do	do	3rd	do	...	34	10	...	44	121	
do	...	do	do	4th	do	...	54	9	...	63	163	
do	...	Yorkville Village	do	1st	do	...	71	21	...	92		
do	...	do	do	2nd	do	...	30	9	...	39	418	2,203
do	...	do	do	3rd	do	...	31	17	...	48		
							791	336	...	1,127	3,086	19,360
								Graham.		Patterson.		
York, W. R.	...	Vaughan Township, 1st Division...					37	97	———	134	180	
do	...	do	do	2nd	do	...	34	111	...	145	200	
do	...	do	do	3rd	do	...	57	45	...	102	159	7,657
do	...	do	do	4th	do	...	50	61	...	111	163	
do	...	do	do	5th	do	...	65	64	...	129	186	
do	...	do	do	6th	do	...	62	53	...	115	170	
do	...	Etobicoke	do	1st	do	...	63	64	...	127	209	
do	...	do	do	2nd	do	...	12	51	...	63	163	2,985
do	...	do	do	3rd	do	...	24	65	...	89	141	

RETURN from the Clerk of the Crown in Chancery, from the Records of the Elections, to the present Legislative Assembly, &c.—*Continued.*

Electoral District.	Electoral Division, consisting of Township, City, Town, Village, District.	CANDIDATES.			Total Number of Votes Polled in each Division.	No. of Voters on the Voters' Lists in each Division.	Population in each Constituency, as shewn by last Census.	REMARKS.
		Graham.	Patterson.	——				
York, W. R.....	York West Township, 5th Division	46	32	..	78	114		
do	do do 6th do	31	32	...	63	167		
do	do do 7th do	49	71	...	120	200		
do	do do 8th do	66	29	...	95	133	5,618	
do	do do 9th do	39	24	...	63	110		
do	do do 10th do	36	66	...	102	170		
		671	865	..	1,536	2,456	16,260	
		Boultbee.	McMurrich.	——				
York, N. R.....	Holland Landing Village.....	59	20	...	79	117	649	
do	Whitchurch Township, 1st Division	42	40	...	82	150		
do	do do 2nd do	46	45	...	91	144		
do	do do 3rd do	72	69	...	141	221	5,014	
do	do do 4th do	19	101	...	120	188		
do	do do 5th do	74	60	...	134	198		
	East Gwillimbury Township,							
do	1st Division	47	87	...	134	202		
do	do do 2nd do	55	55	...	110	183		
do	do do 3rd do	71	62	...	133	188	3,934	
do	do do 4th do	61	33	...	94	140		
do	Georgina do 1st do	55	48	...	103	130		
do	do do 2nd do	45	19	.	64	97	1,987	
do	King do 1st do	34	64	...	98	159		
do	do do 2nd do	36	69	...	105	179		
do	do do 3rd do	54	72	..	126	174		
do	do do 4th do	52	84	...	136	195	7,482	
do	do do 5th do	68	75	...	143	191		
do	do do 6th do	49	87	..	136	188		

do	.....	Newmarket Village	1st	do	71	39	...	110	161 } ... 1,7
do	.....	do	do	2nd do	79	29	...	108	167 }
		North Gwillimbury Township,							
do	.....			1st Division	80	25	...	105	173 }
do	.....	do	do	2nd do	88	33	...	121	180 } ... 2,304
do	.....	Aurora Village			49	85	...	134	187 1,132
					1,306	1,301	...	2,607	3,912 24,262

S. J. VANKOUGHNET,

Clerk of the Crown in Chancery, Ontario.

OFFICE OF THE CLERK OF THE CROWN IN CHANCERY, ONTARIO,
TORONTO, 19th February, 1872.

Supplemental Return of the Elections subsequent to the General Election.

Electoral District.	Electoral Division, consisting of Township, City, Town, Village, District.	Candidates.			Total Number of Votes Polled in each Division.	No. of Voters on the Voters' Lists in each Division.	Remarks.
Bothwell		Hon. Archibald McKellar			By Acclamation		
Bruce, S. R.		Hon. Edward Blake.			By Acclamation		
		Monk.	Lyon.	——			
Carleton	Nepean Township, 1st Division	51	65	...	116	169	
do	do do 2nd do	48	12	...	60	112	
do	do do 3rd do	72	51	...	123	199	
do	do do 4th do	30	89	...	119	181	
do	do do 5th do	74	65	..	139	184	
do	March do	95	16	...	111	141	
do	Fitzroy do 1st do	66	25	...	91	159	
do	do do 2nd do	72	54	...	126	172	
do	Torbolton do	36	20	...	56	80	
do	Huntley do 1st do	95	37	...	132	204	
do	do do 2nd do	16	70	...	86	140	
do	Marlborough do 1st do	58	55	...	113	148	
do	do do 2nd do	56	54	...	110	143	
do	North Gower do 1st do	31	69	...	100	133	
do	do do 2nd do	56	64	...	120	146	
do	do do 3rd do	40	28	...	68	93	
do	Goulburn do 1st do	54	54	...	108	159	
do	do do 2nd do	80	35	...	115	164	
do	do do 3rd do	68	31	...	99	166	
do	Richmond Village	11	42	...	53	63	
		1,109	936	...	2,015	2,956	
Durham, W. R.		John McLeod			By Acclamation		
		Lauder.	Dickey.	——			
Grey, S. R.	Artemesia Township, 1st Division	51	59	...	110	154	
do	do do 2nd do	71	23	..	94	158	

| | | |

SUPPLEMENTAL RETURN of the Elections subsequent to the General Election.—*Continued.*

Electoral District.	Electoral Division, consisting of Township, City, Town, Village, Division.	CANDIDATES.			Total Number of Votes Polled in each District.	No. of Voters on the Voters' Lists in each Division.	REMARKS.
		Gifford.	Fisher.	——			
Northumberland, W. R.	Hamilton Township, 1st Division ..	55	77	...	132	187	
do ...	do do 2nd do ...	85	54	...	139	191	
do ..	do do 3rd do ..	59	91	...	150	180	
do ...	do do 4th do ..	75	66	..	141	185	
do ...	do do 5th do ...	63	65	...	128	177	
do ...	Cobourg do 1st do ...	83	42	..	125	188	
do .	do do 2nd do ...	58	28	...	86	123	
do .	do do 3rd do ...	67	51	.	118	185	
do .	do do 4th do ...	79	54	...	133	206	
do	do do 5th do ...	82	51	...	133	166	
		1,167	1,068	...	2,235	3,063	
Ottawa	....	Hon. R. W.	Scott.....	....	..... By	Acclamation	
Prescott	....	....Geo. Wel	lesley Hamil	ton...	.....By	Acclamation	
		McCuaig.	Striker.	——			
Prince Edward	Picton Town, 1st Division	57	61	...	118	153	
do	do do 2nd do	75	64	...	139	205	
do	do do 3rd do	52	14	...	66	86	
do	do do 4th do	38	78	...	116	162	
do ...	do do 5th do	48	25	...	73	96	
do	North Marysburgh Township, 1st Division	90	73	...	163	201	
do ...	do do do 2nd do	67	48	.	115	137	
do	South do do 1st do	63	53	...	116	130	
do	do do do 2nd do	126	58	...	184	206	
do	do do do 3rd do	34	20	...	54	66	
do	Athol Township, 1st Division.	93	77	..	170	217	
do ...	do do 2nd do	84	45	...	129	165	
do	Hallowell do 1st do ...	58	56	...	114	135	

do	do	do	2nd	do	.....	85	90	...	175		198
do	do	do	3rd	do	.....	29	82	...	111		139
do	Hillier	do	1st	do	.....	75	42	...	117		133
do	do	do	2nd	do	.....	69	84	...	153		181
do	do	do	3rd	do	.....	66	42	...	108		130
do	Ameliasburgh Township, 1st Div.					45	70	...	115		173
do	do			2nd	do	38	69	...	107		133
do	do			3rd	do	60	64	...	124		158
do	do			4th	do	77	55	...	132		162
do	do			5th	do	28	46	...	74		105
do	Sophiasburgh			1st	do	78	103	...	181		212
do	do			2nd	do	60	115	...	175		202
do	do			3rd	do	42	64	...	106		133
do	Wellington Village					32	46	...	78		104
						1,669	1,644	...	3,313		4,142
						Ardagh.	Ramsey.				
Simcoe, N. R.	Barrie Town, 1st Division					95	22		117		176
do	do	do	2nd	do	.....	49	1	...	50		69
do	do	do	3rd	do	.....	65	11	...	76		114
do	Collingwood Town, 1st Division					89	27	...	116		207
do	do			2nd	do	25	9	...	34		64
do	do			3rd	do	21	12	...	33		97
do	Flos			1st	do	72	8	...	80		178
do	do			2nd	do	43	16	...	59		152
do	do			3rd	do	22	4	...	26		71
do	Medonte			1st	do	34	6	...	40		76
do	do			2nd	do	40	26	...	66		107
do	do			3rd	do	76	17	...	93		146
do	do			4th	do	51	10	...	61		100
do	Nottawasaga			1st	do	103	40	...	143		190
do	do			2nd	do	58	68	...	126		193
do	do			3rd	do	57	34	...	91		145
do	do			4th	do	79	22	...	101		178
do	do			5th	do	83	50	...	133		184
do	do			6th	do	59	33	...	92		165
do	Oro			1st	do	18	86	...	104		179
do	do			2nd	do	44	31	...	75		169
do	do			3rd	do	53	11	...	64		169
do	do			4th	do	24	63	...	87		138
do	Orillia and Matchedash Townships			1st	do	34	50	...	84		146
do	do			2nd	do	33	3	...	36		80
do	do			3rd	do	27	24	...	51		87
do	Sunnidale			1st	do	51	10	...	61		134
do	do			2nd	do	32	36	...	68		158
do	Tay				do	61	15	...	76		158

SUPPLEMENTAL RETURN of the Elections subsequent to the General Election.—*Continued.*

Electoral District.	Electoral Division, consisting of Township, City, Town, Village, District.	CANDIDATES.			Total Number of Votes Polled in each Division.	No. of Voters on the Voters' Lists in each Division.	REMARKS.
		Ardagh.	Ramsey.	——			
Simcoe, N. R.	Tiry Township, 1st Division	97	10	...	107	180	
do	do do 2nd do	64	11	...	75	174	
do	Vespra do 1st do	55	39	...	94	156	
do	do do 2nd do	58	6	...	64	172	
do	Orillia Village 1st do	24	47	..	71	118	
do	do do 2nd do	21	38	...	59	111	
		1,817	856	...	2,713	4,911	
		Bethune.	Colquhoun.	——			
Stormont	Finch Township, 1st Division	56	50	...	106	160	
do	do do 2nd do	99	26	...	125	169	
do	do do 3rd do	38	83	..	121	170	
do	Roxborough Township, 1st Div	119	42	...	161	196	
do	do do 2nd do	93	71	...	164	199	
do	do do 3rd do	101	33	...	134	154	
do	Osnabruck do 1st do	34	82	...	116	176	
do	do do 2nd do	64	60	...	124	180	
do	do do 3rd do	33	114	...	147	188	
do	do do 4th do	50	72	...	122	181	
do	do do 5th do	48	82	...	130	163	
do	do do 6th do	55	41	...	96	120	
		790	756	...	1,546	2,056	
		Hon. Adam Crooks.	Harman.	——			
Toronto West.	St. Patrick's Ward, 1st Division	39		...	30	200	
do	do do 2nd do	29	4	...	33	193	
do	do do 3rd do	22		..	22	175	
do	do do 4th do	30	2	.	32	198	
do	do do 5th do	22		..	22	196	

do	do	do	6th	do	...	18	...	...	18	202
do	do	do	7th	do	...	16	1	...	17	183
do	do	do	8th	do	...	14	...	...	14	161
do	do	do	9th	do	...	18	...	...	18	108
do	St. Andrew's	do	1st	do	...	21	2	...	23	198
do	do	do	2nd	do	...	25	2	...	27	205
do	do	do	3rd	do	...	27	...	...	27	197
do	do	do	4th	do	...	12	...	...	12	167
do	do	do	5th	do	...	23	...	...	23	173
do	do	do	6th	do	...	24	1	...	25	188
do	do	do	7th	do	...	31	...	...	31	201
do	do	do	8th	do	...	13	...	...	13	198
do	do	do	9th	do	...	6	1	...	7	36
do	St. John's	do	1st	do	...	45	...	...	45	200
do	do	do	2nd	do	...	26	1	...	27	201
do	do	do	3rd	do	...	19	1	...	20	200
do	do	do	4th	do	...	31	4	...	35	193
do	do	do	5th	do	...	24	...	...	34	185
do	do	do	6th	do	...	60	...	...	60	196
do	do	do	7th	do	...	28	...	...	28	203
do	do	do	8th	do	...	37	1	...	38	171
do	do	do	9th	do	...	38	4	...	42	194
do	do	do	10th	do	...	39	...	...	39	197
do	do	do	11th	do	...	31	...	...	31	148
do	St. George's	do	1st	do	...	23	...	...	23	198
do	do	do	2nd	do	...	24	1	...	25	202
do	do	do	3rd	do	...	41	1	...	42	203
do	do	do	4th	do	...	27	...	...	27	145
						884	26	...	910	6,015
Wellington, S. R.						... Hon.	Peter Gow..	...	...By	Acclamation

S. J. VANKOUGHNET,
Clerk of the Crown in Chancery, Ontario.

OFFICE OF THE CLERK OF THE CROWN IN CHANCERY, ONTARIO,
TORONTO, 19th February, 1872.

STATEMENT

Of the Affairs of the Gore District Mutual Fire Insurance Company on the 31st May, 1871, in accordance with Section 9, Chapter 32, 31 Victoria of the Statutes of Ontario.

1. Cash in hand	$973	27
Other Securities	$1,990	17
2. (Nothing)		
3. (Nothing)		
4. (Nothing)		
5. The amount not then assessed of premium notes	$100,121	00
6. The amount assessed of premium notes and unpaid	$4,331	00
7. The amount of risks outstanding	$2,887,710	00
8. The amount of losses unpaid	$1,550	00
9. The amount due by the Company on Securities given by it	$8,737	00

THOS M. SIMMONS, Secretary.

Galt, Ontario, 1st February, 1872.

RETURN

To an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, a Return of the names of all parties or firms holding Timber Licenses in Ontario, on the 1st of January instant, setting forth the localities of the same, the area or number of square miles covered by each license, the date of each, and of any assignment of such license, the bonus paid for each; and also a statement of all sums in arrear and unpaid to the Crown by such License Holders up to the said date, and the date when such arrears fell due; together with copies of any correspondence between the Crown Land Department and any License Holder in arrear, demanding payment of the same.

By Command,

PETER GOW,
Secretary.

Provincial Secretary's Office,
Toronto, 15th February, 1872.

RETURN called for by Resolution of the Legislative Assembly, January 26th, 1872, of the names of all parties holding Timber Licenses in Ontario, on the 1st January, 1872, the localities of the same, the area in square miles covered by each License, the date of each, and of any assignment of such license.

OTTAWA AGENCY.

Original date of License.	Date of existing License.	No. of License.	Names of License Holders.	Locality.	Area in Square Miles.	Amount of Bonuses Paid.	Date of Assignment.	From whom acquired.	Amount of consideration paid for assignment (where known)	REMARKS.
	1871.					$ cts.				
	May 4	1	H. B. Rathburn & Son.	Olden	4	62 50	1865, Aug. 18 1864, Nov. 29 1871, Feb. 17	Part from A. Gilmour. do Gilmour and Co. do Jno. Larrie		
	do 12	2	James Mair	Blythfield	14		1865, Sep. 21	Holmes Mair		
	do 18	3	Boyd Caldwell	Dalhousie	10½		1856, Nov. 19 1857, Apl. 10	Part from Hall and Co. do Alex. Caldwell		
	do 18	4	do do	Lavant	28½	15 00	1863, Oct. 10 1864, Jan. 21	do Wm. Graham do Jas. Jackson		
	June 16	5	Gillies & McLaren	Palmerston	76⅜	57 00	1865, May 17 do do	do Gilmour and Co. do Allan Gilmour		
	do 16	6	do do	Oso	16½	35 00	do do	do do		
	do 16	7	do do	Olden	16½		do do	do do		
	do 16	8	do do	North Sherbrook	4	5 00	do do	do Gilmour and Co.		
	do 7	9	Alex. Stewart	McNab	6	22 00				No transfer.
	do 10	10	Wm. Doran	Oso	3	48 00	1871, Jan. 23 do Feb. 17	Jno. Larrie, through J. G. Ross		
	do 10	11	do	Olden	9		do do	do do do		
	do 10	12	James G. Ross	South Sherbrook	½		do Jan. 23	John Laurie		
	do 10	13	do	Oso and Olden	12	51 00	do do	do		
	do 12	14	Ira Mahey	Blythfield	6		1869, May 28	R. C. Mills		
	do 23	15	Duncan McFarland	Bagot	29⅞		do do			No transfer.
	do 12	16	Ira Mahey	do	1⅛		do do	R. C. Mills		
	do 27	17	Alex. Caldwell	Darling	13	80 00	1867, May 11	Part from Robt. Robertson		No transfer for
	do 27	18	do	Lavant	16½	547 00	1862, Sep. 13	do R. Teskey		do [part
	do 27	19	Wm. Mackay	do	4⅜	14 00	1854, May 1	do A. McArthur		do
	do 27	20	do	Blythfield	12½		1858, Apl. 21	Trustees Estate late Jno. Egan		
	do 27	21	do	Darling	19		1869, Jan. 25	E. Moore		
	do 16	22	Gillies & McLaren	Ashby	4 2–5		1871, Sep. 7	N. V. Noel		
	do 16	23	do do	Denbigh	23⅞		do do	Hon. J. Skead		
	Sept. 1	24	J. R. Crysler	Rochborough	⅜	4 00				No transfer.
	June 30	25	Hilliard & Dickson	Darling	8 5–6		1869, Jan. 18	Henry Warren		
	do 30	26	do do	Packenham	1½		do do	do		

June 30 ...	27	Samuel Diekson	Packenham	10	17 00	1858, May 25	Part from Jno. Brown.....	.....	Part, No transfer.
do 12 ...	28	Jonathan Francis	Admaston	6¼	.....	1868, Sep. 18	Arthur McArthur.....	.....	
do 16 ...	29	Gillies & McLaren	Effingham	5⅝	... .	1871, Sep. 7	Part from H. V. Noel.....	... ..	
do 30 ...	30	Wm. Lees.....	Oso	13	.....	1865, May 17	Hon J. Skead	.....	
					.....	1867, Feb. 20	Part from Gilmour and Co.....	.....	
do 30 ...	31	do	South Sherbrook	1¼	.....	1862, Sep. 6	Gillies and McLaren	.....	
					.....	do do	do do	.....	
do 30 ...	32	do	Olden	4	11 50	1867, Feb. 20	do do	.....	
Oct. 17 ...	33	Wm. H. Stubbs	Darling	1⅛	8 00	....	....	.....	First issue.
June 16 ...	34	Gillies & McLaren	Abinger	42¾	.....	1865, May 17	Part from Gilmour and Co.....	.....	
					.....	1871, Sep. 7	Pt. frm. H. V. Noel Hon. J. Skead	.....	
do 30 ...	35	Geo. Alex. Gowan	River Ottawa and Lake Temislamange	50	240 00	1871, Jan. 20	J. A. Gowin & R.W. Cruise...	... .	
do 16 ...	36	Gillies & McLaren	Barrie	50½	.....	1865, May 17	Pt. from A. Gilmour & pt. from	.....	
do 16 ...	37	do do	Clarendon	75¼	.....	do do	do do [Gilmour & Co.	.....	
do 16 ...	38	do do	Miller	10¾	.....	do do	A. Gilmour.....	.....	
do 16 ...	39	do do	Cononto South	4¼	....	....	... .	.....	
do 29 ...	40	Michael O'Leary.....	River Ottawa.....	27	.....	1861, Nov. 18	Wm. O'Meara	.....	
do 29 ...	41	do	do Petewawe	17	.....	do do	do	.....	
Oct. 2 ...	42	Alfred Hill	Cumberland	⅛	4 00	....	.. ..	.....	No transfer.
June 30 ...	43	James G. Ross.....	Oso	5	2 67	1871, Jan. 23	John Laurie	.....	
do 30 ...	44	do	Olden	2½	9 00	do do	do	.....	
do 30 ...	45	Alex. McDale	Chalk River	6	.....	do 24	T. and M. Murray	.....	
do 30 ...	46	do	do	10	.....	do do	do do	.....	
do 30 ...	47	do	do	24	.....	do do	do do	.....	
do 30 ...	48	John Moore	River Ottawa	48	.....	1869, Dec. 14	James Heenan	.....	
do 30 ...	49	Donald Stewart	Darling	6¼	13 00	1865, Nov. 17	D. T. Browne.....	.....	
do 27 ...	50	D. M. Halliday	Admaston	9⅓	....	1865, Aug. 4	Anderson and Paradis	.....	
do 30 ...	51	Neil Robertson	Bagot	14	.....	1869, Dec. 14	Hon. J. Skead (Geo. Rochester)	.....	
Nov. 2 ...	52	James Boyd	Cambridge	⅔	.....	....	....	.....	No transfer.
June 28 ...	53	Jno. R. O'Connor	River Matawin & Lake Nippissing, Riv. Limit	50	.....	....	....	.. ...	do
do 30 ...	54	Francis Clemow	River Petewawe	34½	.....	1867, Dec. 3	Joshua Smith.....	.....	
do 30 ...	55	do	do	36½	.....	do do	do	.....	
do 30 ...	56	do	do	24	.....	do do	do	.....	
May 20 ...	57	Gilmour & Co	Barrie	2¼	....	1850, June 10	Part from Jas. Wadsworth and	.....	
do 20 ...	58	do	Anglesea.....	61	.....	1853, Nov. 30	James Porter.....	.....	
do 20 ...	59	do	Riv. Madawaska, Western Branch.....	32¼	... .	1850, June 10	Jas. Wadsworth...	.....	
do 17 ...	60	Daniel McLachlin	Lyndoch...	35½	.....	1865, Apl. 26	Part from Ross and Co.	.....	
					.....	1864, May 25	Pt. from Executors N. Burwash	.....	
do 17 ...	61	do	Hagerty	2	.....	1865, Apl. 26	Ross and Co.	.....	
do 17 ...	62	do	Bangor	6¼	.....	do do	do	... ..	
do 17 ...	63	do	Sherwood	49⅓	.....	do do	do	.....	
do 17 ...	64	do	Jones	27⅝	.....	do do	do	.....	
do 17 ...	65	do	Radcliffe.....	50¾	.....	do do	do	.....	
do 17 ...	66	do	Brudenelle	16¼	.....	do do	do	.....	
do 17 ...	67	Hon. Billa Flint	Anglesea..... ..	1 1-5	.....	....	....	.....	No. transfer.
June 30 ...	68	Young, Winn & Co.....	Lyndoch	7¾	....	1859, Oct. 25	G. & W. Aird..... ..	.....	
do 30 ...	69	do do	Ashby	3¼	....	do do	do do	.....	
do 30 ...	70	Wright and Batson..... ..	do	1⅓	.....	1866, Aug. 4	Mrs. Aird	.....	

RETURN called for by Resolution of the Legislative Assembly, January 26th, 1872, of the names of all parties holding Timber Licenses in Ontario, on the 1st January, 1872, the localities of the same, the area in square miles covered by each License, the date of each, and of any assignment of such License.

OTTAWA AGENCY.—*Continued.*

Original date of License.	Date of existing License.	No. of License.	Names of License Holders.	Locality.	Area in Square Miles.	Amount of Bonuses Paid.	Date of Assignment.	From whom acquired.	Amount of Consideration paid for Assignment, (where known.)	REMARKS.
	1871.					$ cts.				
	June 30	71	Wright & Batson	Griffith	25½		1866, Aug. 4	Mrs. Aird		
	do 30	72	do	Lyndoch	38		1866, Aug. 4	do		
	do 30	73	Hilliard & Dickson	Ashby	55½		1864, Nov. 26	Gilmour & Co.		
	do 30	74	H. P. Noel	do	13½		1864, Nov. 29	Hon. J. Skead & Jeffry, Hoad		
	do 12	75	Hilliard & Dickson	Bagot	15		1869, Feb. 2	Elias Moore [& Co		
	do 30	76	Moore & Cutler	River Matawin	54½		1869, Oct. 7	David Moore		
	do 30	77	do	do	52		1869, Oct. 7	do		
	do 30	78	do	do	25½		1869, Oct. 7	do		
	do 30	79	H. P. Noel	Rivers Ottawa and Petewawe	24	150 00	1869, Jan. 7	Alex. Fraser		
	do 30	80	do	do	22¾		1869, Jan. 7	do		
	do 30	81	Alex. Fraser	Lac la Valle Br., River Petewawe and Great Opeongo Lake	50		1870, Oct. 12	Alex. McDonell		
	do 30	82	do and Geo. Bryson	Montreal River	31		1866, Aug. 1	A. W. Powell & J. Ponpore		
	do 30	83	do do	do	50		1866, Aug. 1	do		
	do 27	84	Wm. Mackay	Riv. Amble du Fond	50	200 00				No Transfer.
	do 27	85	do	do	50					do
	do 26	86	Richard White	Stafford	3					do
	do 26	87	do	Tp. Petewawe	3	24 00				do
	do 26	88	Bassett & Mackee	Wilberforce	3¾		1870, Jan. 31	J. Supple		
	do 23	89	Christopher O'Kelley	Indian River	40		1857, Sep. 8	C. E. Levey & Co		
	do 23	90	do	do	40		1857, Sep. 8	do		
	do 30	91	Bronson & Weston and Levi Young	River Ottawa	50		1870, Feb. 10	A. & P. White		
	do 30	92	A. H. Baldwin & Co. and Levi Young.	do	50		1868, Feb. 10	Benj. McConnell		
	do 30	93	do	River Amble du Fond	36	130 00	1868, Feb. 10	Anderson, Booth & Co		
	do 30	94	do	River Matawin	13	112 00	1868, Feb. 10	do		
	do 30	95	do	River Ottawa and Matawin	21¾	240 00	1868, Feb. 10	do		

do 30 ...	96	do	do	14¾	.....	1868, Feb. 10	do	.....	
do 30 ...	97	do	River Ottawa	30	.....	1868, Feb. 10	do	.....	
do 30 ...	98	do	do	50	2 00	1868, Feb. 10	do	.....	
do 30 ...	99	do	do	50	200 00	1868, Feb. 10	do	.....	
do 30 ...	100	Trustee to the Estate of John Egan	do and Petewawe.	18	.....	1851, Oct. 15	Mrs. C. Bennett	.....	
do 30 ...	101	do	River Ottawa	50	.....	1849, Nov. 7	W. Price	.....	
do 30 ...	102	do	Bassett's Creek	24½	.....	1849, Nov. 7	do	.....	
do 30 ...	103	do	River Ottawa	6½	.....	1852, Mar. 26	John Supple	.....	
do 30 ...	104	do	do	46	.....	1849, Nov. 7	William Stewart	.....	
do 30 ...	105	do	do	56	.....	1849, Nov. 7	do	.....	
do 30 ...	106	Richard M. Connell	Lake Temislamange and River Ottawa	25	.....	.....	.....	.....	No Transfer.
do 27 ...	107	Thistle & Carswell	River Petewawe	44	.....	1869, Oct. 27	R. McConnell	.....	
do 27 ...	108	do	do	50	.....	1869, Oct. 27	do	.....	
do 27 ...	109	do	do	29	.....	1869, Oct. 27	do	.....	
do 27 ...	110	do	do and Ottawa	34	.....	1869, Oct. 27	do	.....	
do 28 ...	111	Wm. Mohr	do	27	.....	1870, Nov. 18	J. G. Ross	.....	
do 28 ...	112	do	do	41¼	.....	1870, Nov. 18	do	.....	
do 28 ...	113	do	do South Braneh.	40	.....	1870, Nov. 18	do	.....	
do 28 ...	114	do	do	10	.....	1870, Nov. 18	do	.....	
do 30 ...	115	James G. Ross	River Matawin, North Side	50	200 00	1867, Sep. 16	Duncan Sinclair	.....	
do 28 ...	116	James Findlay	Deep River	15	.....	1866, Aug. 27	Walton Smith	.....	
do 28 ...	117	do	Chalk River	19½	.....	1866, Aug. 27	do	.....	
do 30 ...	118	James G. Ross	River Patewawe	39	68 00	1867, Nov. 18	James Patton	.....	
do 30 ...	119	do	do	50	80 00	1867, Nov. 18	do	.....	
do 29 ...	120	James Sheddon	River Ottawa	57	.....	1865, Nov. 2	J. & D. Bell	.....	
do 29 ...	121	do	do	22½	.....	1865, Nov. 2	do	.....	
do 29 ...	122	Bell & White	River Petewawe	15	0 32	1869, Mar. 27	Gibb & Ross	.....	
do 29 ...	123	A. & P. White	Indian River	12	.....	1860, Mar. 29	John Supple	.....	
do 29 ...	124	do	River Petewawe	8	152 00	.....	.....	.....	No Transfer.
do 29 ...	125	do	do	50	.....	1859, Sep. 10	Peter White, Sen'r	.....	
do 30 ...	126	John F. Brown	Rear Lake Temislamange and Montreal River	50	240 00	1868, Nov. 7	Widow of D. T. Brown, Jr.	.....	
do 30 ...	127	Anderson, Booth & Co.	Chalk River	10	.....	1864, Sep. 12	George McConnell	.....	
do 30 ...	128	do	Deep River, Ottawa and Chalk River	20	.....	1864, Sep. 12	Ross & Co	.....	
do 30 ...	129	do	Chalk River	5¾	.....	1866, Sep. 7	George McConnell	.....	
do 30 ...	130	W. H. Faichury	McNab	2¾	7 00	.....	.....	.....	No Transfer.
do 30 ...	131	do	Chalk River	12	56 00	1870, June 27	R. W. Cruice	.....	
do 30 ...	132	do	do	5	.....	1870, June 27	do	.....	
do 30 ...	133	do	do	18	.....	1870, June 27	do	.....	
do 30 ...	134	James G. Ross	River Petewawe	37	.....	1867, Nov. 8	James Patton	.....	
do 30 ...	135	do	do	15	.....	1867, Nov. 8	do	.....	
do 30 ...	136	do	do South	34	.....	1867, Nov. 8	do	.....	
do 30 ...	137	do	do North	34	.....	1867, Nov. 8	do	.....	
do 30 ...	138	Martin L. Russell	Egan's Creek, Madawaska	4	.....	1865, Jan. 5	James Mair	.....	
do 30 ...	139	do	McNab	2	8 00	.....	[McConnell.	.....	No Transfer.
do 30 ...	140	Cook & Waddle	River Matawin	22	.....	1870, Nov. 8	Alex. Fraser, through Benj.	.....	

RETURN called for by Resolution of the Legislative Assembly, January 26th, 1872, of the names of all parties holding Timber Licenses in Ontario, on the 1st January, 1872, the localities of the same, the area in square miles covered by each License, the date of each, and of any assignment of such License.

OTTAWA AGENCY.—*Continued.*

Original date of License.	Date of existing License.	No. of License.	Names of License Holders.	Locality.	Area in Square Miles.	Amount of Bonuses Paid.	Date of Assignment.	From whom acquired.	Amount of Consideration paid for Assignm't. (where known.)	REMARKS.
	1871.					$ cts.				
	June 30	141	Alexis E. Montmonquet and Amable Provost	River Ottawa	24½		1860, July 22	Wood & Petry	.....	
	do 30	142	Perley & Patton	do	19		1865, July 30	Runaldo & McConnell.	.....	
	do 30	143	do	Nippissing Br., River Petewawe	50		1869, July 30	John T. Brown	.....	
	do 30	144	do	do	50		1869, July 30	do	.....	
	do 30	145	John Dearlop	Indian River	50		1862, Mar. 17	W. Petry, Sr	.....	
	do 30	146	do	do	15		1864, April 15	John Supple	.....	
	do 30	147	John Supple	do	7		1863, Mar. 27	John Dunlop	.....	
	do 30	148	James Heenan	Deep River and Ottawa	53¼		1866, Oct. 1	Anderson & Paradis	.....	
	do 30	149	do	Montreal River	50	4 00	1866, Sep. 22	F. Clemow	.....	
	do 30	150	do	Deep River	11		1869, Oct. 27	R. Law	.....	
	do 30	151	H. P. Noel	Lake Temislamauge and River Ottawa	4	32 00	1869, Oct. 27	James Heenan	.....	
	do 30	152	do	Lake Temislamange	50	12 00	1869, Oct. 27	do	.....	
	do 30	153	Hurdman & Bros	River Ottawa and Amble du Foud	52		1864, Oct. 6	W. McD. Dawson and Hon. J. [Skead.	.....	
	do 30	154	do	River Petewawe and Amble du Fond	32				.....	No Transfer.
	do 30	155	do	do	42				.....	do
	Aug. 8	156	Samuel A. Huntington	Westmeath	4	12 66			.....	do
	June 22	157	John Bell	River Ottawa and Lake Temislamange	50		1870, Jan. 31	John Supple	.....	
	do 30	158	James & John Rowen	River Petewawe	24¼		1870, Jan. 31	R. Skead	.....	
	do 30	159	do	do	13½		1870, Nov. 8	T. & W. Murray	.....	
	Sep. 20	160	William Craig	Cambridge	1 1-10	4 00			.....	No Transfer.
	do 20	161	do	Russell	1	204 00			.....	do
	June 30	162	Perley & Patton	River Madawaska	50		1869, Feb. 1	H. R. Lymmis	.....	
	do 30	163	do	do	50		1869, Feb. 1	do	.....	
	do 30	164	do	do	50		1869, Feb. 1	do	.....	
	do 30	165	do	do	50		1869, Feb. 1	do	.....	

do 30 ...	166	do	do	50		1869, Feb. 1	do	.....	
do 30 ...	167	do	do	50		1869, Feb. 1	do	.....	
May 17 ...	168	Daniel McLaughlin	do	10		1865, April 26	Ross & Co	.....	
do 17 ...	169	do	do	2¼		1865, April 26	do	.....	
do 17 ...	170	do	do	8½		1865, April 26	do	.....	
do 17 ...	171	do	do	37½		1865, April 26	Part from do. and part from [Ex. of N. Burwash.	.....	
do 20 ...	172	Gilmour & Co	do and Mississippi Branch	11		1850, June 10	James Wadsworth	.....	
do 20 ...	173	do	Mississippi River	14		1853, Nov. 30	Wadsworth & Porter	.....	
June 30 ...	174	Young, Winn & Co	River Madawaska	19		1859, Oct. 25	G. & W. Aird	.....	
do 30 ...	175	Wright & Batson	do	45		1866, Aug. 4	Mrs. Aird	.....	
do 30 ...	176	do	do	11¾		1866, Aug. 4	do	.....	
do 30 ...	177	do	do	17		1866, Aug. 4	do	.....	
do 30 ...	178	do	do and H. Creek	19		1866, Aug. 4	do	.....	
do 30 ...	179	do	do do	6		1866, Aug. 4	do	.....	
do 30 ...	180	Hilliard & Dickson	do and Mississippi Branch	54		1864, Nov. 26	Gilmour & Co	.....	
do 30 ...	181	do	do	10		1864, Nov. 26	do	.....	
do 30 ..	182	do	do	3¾		1864, Nov. 26	do	.....	
do 30 ...	183	do	do	30		1864, Nov. 26	do	.....	
do 30 ...	184	do	do	23		1864, Nov. 26	do	.....	
do 30 ...	185	H. P. Noel	River Madawaska and Mississippi Branch	27		1864, Nov. 29	Hon. J. Skead and Jeffrey	.....	
do 30 ...	186	do	do	7½		1864, Nov. 29	do [Noad & Co	.....	
do 16 ...	187	James Mair	River Mississippi and Madawaska	25		1870, Oct. 28	Henry Thomas	.....	
do 16 ...	188	do	River Madawaska	8		1870, Oct. 28	do	.....	
do 16 ...	189	do	do	38		1870, Oct. 28	do	.....	
do 16 ...	190	James Bonfield	River Bonnechere	19		1865, Aug. 23	E. McGillivery	.....	
do 16 ...	191	do	Wilberforce, Alice and Fraser	15		1870, Oct. 12	G. Ramball & R. Campbell	.....	
do 19 ...	192	James McLaren	River Ottawa	50		1863, Oct. 10	J. B. Forsyth	.....	
do 19 ...	193	do	do and Jacko	50		1863, Oct. 10	do	.....	
do 19 ...	194	do	do do	50		1863, Oct. 10	do	.....	
do 19 ...	195	do	do	36		1863, Oct. 10	do	.....	
do 19 ...	196	do	Lake Temislamange	17½		1863, Oct. 10	do	.....	
do 22 ...	197	William Cook	River Madawaska	25	310 00	1870, Oct. 12	James Shedden, through John	.....	
do 24 ...	198	R. C. Mills	do	35		1869, Oct. 27	J. L. McDougall [Bell	.....	
do 26 ...	199	Colin Cameron	River Bonnechore	15¼	7 92	1865, Sep. 16	C. O'Kelly	.....	
do 26 ...	200	do	do	34½		1865, Sep. 16	do	.....	
do 26 ...	201	Mrs. Mary Conroy	River Madawaska, York Branch	42			Executors, Estate of C. Conroy	.....	
do 26 ...	202	do	do	50		1865, Sep. 16	do	.....	
do 26 ...	203	do	do and Papineau Creek	41		1865, Sep. 16	do do	.....	
do 26 ...	204	do	do	42		1865, Sep. 16	do	.....	
do 27 ...	205	Duncan McDonell	River Bonnechere, Tp. of Wilberforce	8				.....	No Transfer.
do 27 ...	206	Young & Co	River Bonnechere	27½		1863, Dec. 4	Alex. McDonell	.....	
do 27 ...	207	do	do and Township of Wilberforce	30		1863, Dec. 4	do	.....	

RETURN called for by Resolution of the Legislative Assembly, January 26th, 1872, of the Names of all parties holding Timber Licenses in Ontario, on the 1st January, 1872, the localities of the same, the area in square miles covered by each license, the date of each, and of any assignment of such license.

OTTAWA AGENCY—*Continued.*

Original date of License.	Date of existing License.	No. of License.	Name of License Holders.	Locality.	Area in Square Miles.	Amount of Bonuses Paid.	Date of Assignment.	From whom acquired.	Amount of consideration paid for assignment (where known)	REMARKS.
	1871.					$ cts.				
	June 29	208	Allen Grant	River Bonnechere	27		1871, Mar. 24	H. P. Noel		
	do 29	209	do	Little Madawaska	34		do do	do		
	do 29	210	Wm. Mackey	River do	45		1857, Dec. 30	Wood and Petry		
	do 29	211	Mackey and Robinson	do do	37½		1856, Jan. 16	McLachlin and Aird		
	do 29	212	do do do	do do	28		do do	do do		
	do 28	213	Wm. Mohr	do Bonnechere	32		1868, Jan. 2	Trustees Estate, J. Egan		
	do 28	214	Ross & Co	do Ottawa	50		1868, Oct. 26	Montmarquet and Provost		
	do 28	215	do	do do	50		do do			
	do 28	216	do	do do	50	205 00	1867, Jan. 23	R. Nagle		
	do 30	217	John Foran	do Bonnechere	50		1867, Oct. 21	D. D. Young and Co.		
	do 30	218	do	do do	30		do do	do do		
	do 30	219	W. W. Austin	Constance Creek, Tps. Admaston & Gratton.	14		1870, July 14 1868, Dec. 1	R. Brown Mrs. A. M. Egan		
	do 30	220	Wm. McKay	River Bonnechere	17½			Trustees Estate of late J. Egan		
	do 30	221	do	do do	70		1868, Dec. 1	do do		
	do 30	222	do	do do	24½		do do	do do		
	do 30	223	do	do do	27½	780 00	do do	do do		
	do 30	224	do	do do	46	3800 00	do do	do do		
	do 30	225	do	do do	27	200 00	do do	do do		
	do 30	226	do	do do	8		1867, May 17	do do		
	do 30	227	do	do do and Township of Gratton.	5		do do	do do		
	do 30	228	Bronson & Coleman	River Madawaska, York Branch	50		1859, Aug. 16 1859, Aug. 5	Trustees, J. Egan Mrs. A. M. Egan		
	do 30	229	do do	York River and Madawaska	50		do do do do	do do		
	do 30	230	do do	Egan's Creek, York Branch	52½		do do	do		
	do 30	231	do do	Madawaska	48		do do	do		
	do 30	232	do do	do	50		do do	do		
	do 30	233	O. & Sam. Randall and H. F. Bronson	do	41½		1863, Dec. 2	Peter Ayler		

do 30¼...	234	do do	do	19	.....	1863, Dec. 2	do	.....
do 30 ...	235	do do	do	46	.....	1867, Apl. 26	do	.....
do 30 ...	236	Bronson and Weston.....	York Branch, River Madawaska	22	.....	....	....	..... No transfer.
do 30 ...	237	Trustees of the Estate of Jno. Egan.....	do do	36	.....	1846	H. L. Routh	.....
do 30 ...	238	do do	do do	50	.....	1846, Nov. 14	E. Burk	.....
do 30 ...	239	do do	do do	51	.. ..	do do	do	.....
do 30 ...	240	do do	do do	50	200 00	....	.. ..	..... No transfer.
do 30 ...	241	do do	do do	33	.....	1846	H. Lemisunesh	.....
do 30 ...	242	Ross & Co.....	do do	26½	600 00	1865, Nov. 30	S. Dickson	.....
do 30 ...	243	John Supple	River Petewawe.....	10	71 00	1863, Dec. 22	Wm. Graham.....	.....
do 30 ...	244	David Moore	do	42½	.....	1864, Nov. 26	E. Varin	.....
do 30 ...	245	do	do	50	.....	do do	do	.....
do 30 ...	246	do	do	51	.....	do do	do	.....
do 30 ...	247	do	do	54	.....	1865, Nov. 2	Coll McDonell	.....
do 30 ...	248	do	do	55	....	do do	do	.....
do 30 ...	249	James Mair	River Madawaska	15	....	1870, Oct. 21	H. Thomas	.....
do 30 ...	250	H P. Noel	do	45½	.....	1864, Nov. 29	Jeffray, Noad & Co.....	.....
do 30 ...	251	do	do	18½	.....	do do	do do	.....
do 30 ...	252	do	do	13	.....	do do	do do	.....
do 30 ...	253	do	do	36	.....	do do	Jeffray, Noad & Co., & Hon. J. Skead	.....
do 30 ...	254	do	do	40	.....	do do	Jeffray, Noad & Co.....	.....
do 30 ...	255	do	do	55½	.....	do do	do do	.....
do 30 ...	256	do	River Madawaska and Bonnechere	11	.....	do do	Jeffray, Noad & Co., & Hon. J. Skead	.....
do 30 ...	257	do	do do	50	. ...	do do	do do	.....
do 30 ...	258	do	River Madawaska and River Limit	50	.....	do do	Jeffray, Noad & Co.....	.....
do 30 ...	259	do	River Bonnechere.....	44¾	.....	do do	do do	.....
do 30 ...	260	David Moore	Great Opeongo Lake, Madawaska	15	.....	1865, Nov. 2 do do	C. and A. McDonell..... do do	....
do 30 ...	261	do	River Petewawe	25	.....	do do	do do	.....
do 30 ...	262	do	do	25	.....	do do	do do	.....
do 30 ...	263	John Supple.....	do	27½	.....	1867, Mar. 19	Alex. Moffatt.....	.....
do 30 ...	264	do	Indian River	12	....	1849, June 22	M. Tardine	.....
do 30 ...	265	David Moore	River Matawin, Lake Nippissing	45¼	180 00	1867, Oct. 10	Mrs. H. Johnston.....	.....
do 30 ...	266	do	River Matawin	50	200 00	....	....	..... No transfer.
do 30 ...	267	do	do	50	....		....	..... do
do 30 ...	268	do	do	8½	.....	1867, Oct. 10	Mrs. A. Johnson	.....
do 30 ...	269	do	do S. side ..	40	.....	do do	do	.....
do 30 ...	270	do	River Amble du Fond...	36	.....	do do	do	.....
do 30 ...	271	Alex. Fraser.....	Opeongo Branch, River Madawaska	34	.....	1870, July 14	J. Walker and W. Findlay	.....
do 30 ...	272	H. P. Noel	Riv'r Bonnechere, Township of Gratton....	16	....	1869, Jan. 7	A. Fraser.....	.....
do 30 ...	273	Jno. Green	Constance Creek, Madawaska	20	.....	1870, Aug. 25	P. Moynehan, withdrawn	.....

RETURN called for by Resolution of the Legislative Assembly, January 26th, 1872, of the names of all parties holding Timber Licenses in Ontario, on the 1st January, 1872, the localities of the same, the area in square miles covered by each License, the date of each, and of any assignment of such License.

OTTAWA AGENCY.—*Concluded.*

Original date of License.	Date of existing License.	No. of License.	Names of License Holders.	Locality.	Area in Square Miles.	Amount of Bonuses Paid.	Date of Assignment.	From whom acquired.	Amount of Consideration paid for Assignment. (where known.)	REMARKS.
	1871.					$ cts.				
	June 12 ...	274	Jonathan Francis	Township of Blythfield, River Madawaska	23¼	.....	1861, Oct. 17	John Brown.....	.....	
	do 12 ...	275	do	do	41	.....	....	W. R. Thistle & J. Carswell,	.....	
	do 30 ..	276	John Supple, Jr	River Petewawe.....	14	.....	1870, Jan. 31	John Supple, Sr....[withdrawn	.....	
	May 17 ...	277	Hon. Billa Flint	River Madawaska, Mississippi Branch.....	3	.....	....	....	.....	No Transfer.
	Sep. 6 ...	278	John Haggart	Olden	2½	....	....	....	.....	do
	do 30 ...	279	Wright & Batson	River Madawaska, Clear Lake	22	.....	1866, Aug. 4	Mrs. Aird.....	.....	
	do 7 ...	280	Albert Hager	Cambridge	8	.....	....	....	.....	do
	1872.									
	Jan. 22 ..	281	James Decon	South Sherbrook..	½	4 00	....	....	.....	First issue.

BELLEVILLE AGENCY.

1854, Sep. 18	May 1 ...	1	H. B. Rathburn & Son...	Kenebec	15	.....	1863, June 17	G. W. Draper	.....	
1854, Sep. 18	do 1 ...	2	do	do	34	.....	1863, June 17	do	.....	
1856, Jan. 25	do 1 ...	3	do	do	23½	129 00	....	A. S. Rathburn & Co	.....	
1860, Oct. 2	30 do 2 ...	4	E. T. Vinden	Somerville	10½	910 00	1870, Oct. 31	Ross & Co	.....	
1860, Dec. 1	do 2 ...	5	do	Littleworth	18½	630 00	1870, Oct. 31	do	... ..	
1860, Oct. 2	do 9 ...	6	H. & J. Weller.....	Belmont	2	129 00	1870, Oct. 11	Strickland & Sons.....	.....	
1870, Nov. 11	do 9 ...	7	J. B. Weller.....	Marmora	2¼	22 50	....	....	.....	
1870, Nov. 11	do 9 ..	8	do	Belmont	3	30 00	....	....	.....	
1870, Nov. 11	do 9 ...	9	do	Madoc	⅜	10 00	....	....	.....	
1870, Sep. 29	do 20 ...	10	Pringle & Files.....	Richmond.....	⅜	4 00	....	....	.....	
1860, Dec. 4	do 26 ...	11	A. S. Page & Co.....	Metheun.....	13	700 00	1871, Nov. 7	E. O. Clarke, Jr. & Sen, to A. S. Page & Co.....	13, 14, 15 and 16	Consolideted License, 111
1860, Dec. 4	do 26 ..	12	do	do Cardiff.....	14¾	.....	1871, Nov. 7	do		
1861, Dec. 2	do 26 ...	17	do	Marmora.....	3½	50 00	1871, Nov. 7	do		
1854, Sep. 18	do 26 ..	18	A. S. Page.....	Kenebec	19	.....	1871, Nov. 7	A. S. Page.....	.....	
1854, Sep. 18	do 26 ...	19	do	do	10	.. ..	1871, Nov. 7	do	.....	

1854, Oct. 24	do 26	20	do	Tudor	11¾		1871, Nov. 7	do		
1860, Nov. 23	do 26	21	do	Sheffield	7½	60 00	1871, Nov. 7	do		
1855, Jan. 16	do 26	22	do	Elziver	⅝	40 00	1871, Nov. 7	do		
1870, Dec. 12	do 26	23	A. S. Page & Co	Madoc	⅝		1871, Nov. 7	A. S. Page & Co		
1867, July 15	do 26	24	C. J. Easton & Co	Sherbourne	5½	2254 75	1869, Dec. 14	W. A. Scott		
1862, Dec. 9	June 7	25	John Platt	Harvey	1		1868, Feb. 10	J. A. Grover		
1863, Dec. 31	do 9	26	Green & Ellis	Glamorgan	9	500 00	1871, May 30	W. Hall		
1861, Mar. 31	do 12	27	Gilmour & Co	Chandos	22⅜	884 00				
1861, Mar. 31	do 12	28	do	do	15⅝					
1859, Dec. 27	do 12	29	do	Methuen	10¼	30 00				
1854, Oct. 24 / 1854, Oct. 24	do 12	30	do	Tudor / do	19¾ / 1⅛	4 00	1862, Mar. 1	Job Lingham		
1861, Mar. 31	do 12	31	do	Cardiff	3½					
1854, Nov. 29	do 12	32	do	Galway	24½		1856, Feb. 23	Alex. Cummings & C. Townsend		
1854, Oct. 25	do 12	33	do	do	25		1856, Feb. 23	do		
1854, Oct. 18	do 12	34	James Cummings	Tudor	7⅜					
1860, Oct. 31	do 12	35	do	Marmora	1	60 00	1861, Mar. 14	Alex. Caldwell		
1854, Nov. 23 / 1854, Mar. 10	do 12	36	do	Harvey	6		1859, Jan. 4	John Cameron		
1854, Oct. 19	do 12	37	do	Methuen	21⅞					
1860, Oct. 31	do 12	38	do	do	14¼	292 00				
1861, Dec. 2	do 14	39	John Chaffey	Bedford	13½	23 00	1863, Oct. 14	Geo. Chaffey & Bros		
1861, Dec. 2 / 1870, Dec. 29 / 1870, Jan. 12	do 14	40	do	do	23⅜	73 00	1863, Oct. 14	do		
1869, Dec. 16 / 1861, Dec. 2	do 14	41	do	Loborough	4⅝	17 00	1863, Oct. 14	do		
1870, Dec. 29 / 1866, Feb. 1	do 14	42	do	Hinchinbrook	2¾	4 00				
1861, Oct. 31	do 14	43	Boyd Smith & Co	Cavandish	8⅜	325 00	1870, Dec. 7	Strickland Bros		
1859, Dec. 27 / 1860, Oct. 18	do 14	44	do	Burleigh	10½	991 00	1870, May 10	Shaw & Wait		
1863, Dec. 31	do 16	45	Bigelow & Torrence	Glamorgan	17	805 00	1869, Dec. 24	Walter Scott		
1860, Oct. 30 / 1859, Aug. 26	do 16	46	Mossom Boyd	Harvey	18½	500 00	1862, Oct. 25	Alex. Caldwell & J. Devlin		
1863, Dec. 31	do 16	47	do	Glamorgan	16	533 60				
1863, Dec. 31	do 16	48	do	Monmouth	24¼	667 00				
1861, Dec. 5 / 1863, Mar. 10	do 16	49	do	Snowdon	21¼	400 00				
1863, Mar. 10 / 1867, Feb. 9	do 16	50	do	do	16⅜	464 06	1866, Dec. 12	Sidney E. Hawker		
1867, Feb. 12 / 1866, June 1 / 1863, Mar. 10	do 16	51	do	do	14⅜	254 05	1868, July 11	James Cummings		
1856, Dec. 17 / 1857, Jan. 6	do 16	52	John Langton	Harvey	7					
1866, May 18	do 21	53	Joseph Watson	Portland	2⅛					
1867, Mar. 27 / 1867, April 8	do 21	54	Henry W. Fowlds	Somerville	3⅛		1867, April 1	A. W. Campbell		Assigned R. A. Strickland, to A. S. Page, 17th Nov. '71.
1854, Oct. 19	do 21	55	R. A. Strickland	Chandos	11⅞		1871, Nov. 7			
1854, Oct. 19	do 21	56	do	do	16⅜		1871, Nov. 7			

RETURN called for by Resolution of the Legislative Assembly, January 26th, 1872, of the Names of all parties holding Timber Licenses in Ontario, on the 1st January, 1872, the localities of the same, the area in square miles covered by each license, the date of each, and of any assignment of such license.

BELLEVILLE AGENCY—*Continued.*

Original date of License.	Date of existing License.	No. of License.	Name of License Holder.	Locality.	Area in Square Miles.	Amount of Bonuses Paid.	Date of Assignment.	From whom acquired.	Amount of consideration paid for assignment (where known)	REMARKS.
	1871.					$ cts.				
1863, Dec. 31	June 21	57	R. A. Strickland	Monmouth	18	425 00	1871, May 30	A. H. Campbell & Co	.....	
1861, Nov. 2	do 21	58	do	Dummer	1 3/4	190 00	1869, Jan. 22	Thos. Buck	.....	
1854, Oct. 17 1860, Oct. 30	do 21	59	do	Harvey	4 5/8	650 00	1870, June 27	A. H. Campbell & Co	.....	
1854, Oct. 19 1859, Dec. 27	do 21	60	Strickland Bros.	Burleigh	4 7/8	360 00	1867, June 29	R. A. Strickland	.....	
1866, Jan. 2	do 21	61	Jno. Hunter (Scotch)	Galway	3/4				.....	
1870, Mar. 15	do 21	62	do do	Lutterworth	1/4	4 00			.....	
1870, Aug. 30	do 21	63	do do	Snowdon	1/4	4 00			.....	
1871, Feb. 8	do 24	64	Mathew Thompson	Galway	1	4 00			.....	
1854, Dec. 19	do 24	65	J. S. Foulds and Bro	Dummer	3/8		1868, May 13	James Cummings	.....	
1859, Dec. 27 1854, Oct. 18	do 24	66	do do	Methuen	13 1/2	21 60	1859, Nov. 3	Sanford Baker	.....	
1855, Nov. 5 1861, Nov. 2	do 26	67	Thos. Buck	Dummer	11	190 00	1861, Oct. 1	G. W. Richmond	.....	
1860, Oct. 2	do 26	68	Thos. Rorke	Belmont	2		1867, Nov. 29	Strickland and Sons	.....	Bonus, See License 6.
1863, Feb. 8	do 27	69	Anthony Murphy	Murray*	2 3/4				.....	
Do do	do 27	70	do	Brighton	1 1/4				.....	
1871, June 28	do 28	71	R. A. Strickland	Smith	1 3/4	8 00			.....	
Do do	do 28	72	do	Douro	1/4	4 00			.....	Assigned to A. H. Campbell and Co., Oct. 20, 1871
1870, Mar. 18	do 29	73	Thos. G. Hazlett	Galway	1/4	4 00			.....	
1854, Sep. 19 1860, Oct. 31	do 30	74	Billa Flint	Kaladar	10 1/2	60 00			.....	
1854, Sep. 19	do 30	75	do	do	18 7/8				.....	
Do do	do 30	76	do	Elziver	10 3/4				.....	
1866, Nov. 13 1854, Oct. 18	do 30	77	Geo. Hilliard	Stanhope	2 1/8	233 75	1867, Nov. 14	T. McCabe	.....	
1855, Nov. 5 1860, Jan. 30	do 30	78	do	Methuen	22 1/8		do do	do	.....	
1863, Dec 31	do 30	79	do	Glamorgan	10 1/2	500 00	1865, June 16	Walter Scott	.....	Transfer to Boyd Smith, Se 8, 18 1
1859, Aug. 26	do 30	80	do	Harvey	1/4		1870, Jan. 3	M. Boyd	.....	
1854, Oct. 18	do 30	81	A. H. Campbell & Co	Anstruther	22 1/2		1871, Dec. 8		.....	

Do do	do 30 ...	82	do	...	Anstruther	...	133/4	...	1871, Dec. 8	...	...	do do
Do do	do 30 ...	83	do	...	do	...	16 5/8	...	1865, May 1	J. C. Hughson	...	
Do do	do 30 ...	84	do	...	Cardiff	...	6 1/2	...	1871, Dec. 21	...	...	Transfer to A. S. Page & Co., Dec. 21, 1871.
1866, May 1	do 30 ...	85	do	...	Snowdon	...	1	...	1866, Aug. 28	M. E. Tobin	...	
1854, Oct. 17 1860, Oct. 30	do 30 ...	86	do	...	Harvey	...	17 1/2	...	1865, Dec. 30	Strickland & Sons	...	
Do do	do 30 ...	87	do	...	do	...	21	300 00	do do	do	...	Bonus, License No. 59.
1860, Dec. 31	do 30 ...	88	do	...	Anson	...	11 5/8	311 60	1861 May 1	J. C. Hughson	...	
1861, Oct. 4 1866, May 1 1867, Feb. 9	do 30 ...	89	do	...	Galway	...	21 3/4	565 00	do do	M. E. Tobin	...	
1860, Oct. 18	do 30 ..	90	do	...	Burleigh	...	7 1/2	660 00	1865, May 1	J. C. Hughson	...	
1857, Dec. 27 1860, Oct. 18 1860, Oct. 19	do 30 ..	91	do	...	do	...	18	73 00	do do	do	...	
1867, Mar. 27 1854, Oct. 19	do 30 ...	92	do	...	do	...	15 3/8	...	do do	do	...	
1868, Dec. 23	do 30 ...	93	Campbell and Ludgate	...	Sherborne	...	20 1/2	5104 50	1865, May 1	do	...	
1862, Dec. 11 1865, Jan. 25	do 30 ...	94	Wm. Stenson	...	Hungerford	...	5	36 00	1863, Sep. 16	Gilbert Caniff	...	
1854, Oct. 11 1861, Dec. 2 1854, Oct. 28	do 30 ...	95	H. B. Rathbone & Son	...	Hinchinbrook	...	19 1/2	400 00	1862, Dec. 29	Robt. Kirnahan	...	
1860, Nov. 23	do 30 ...	96	do	do ...	Sheffield	...	15	78 00	1862, Oct. 15	Wellington Fretzell	...	
1854, Sep. 19 1860. Oct. 1	do 30 ...	97	do	do ...	Kaladar	...	13 1/8	60 00	1870, Aug. 25	Estate D. D. Bogart	...	
1854, Sep. 19 1860, Oct. 1	do 30 ...	98	do	do ...	do	...	22 3/8	...	do do	do	...	For Bonus, See License 97.
1854, Sep. 19 1860, Oct. 1	do 30 ...	99	do	do ...	Elziver	...	4 1/8	40 00	do do	do	...	
1860, Oct. 1	do 30 ...	100	do	do ...	Sheffield	...	9 5/8	60 00	do do	do	...	
1860, Nov. 23	do 30 ...	101	do	do ...	Hungerford	...	4	...	do do	do	...	
1859, Jan. 30	do 30 ...	102	do	do ...	Methuen	...	5	...	1868, Dec. 28	T. McCabe	...	
1866, Nov. 13	do 30 ...	103	do	do ...	Belmonte	...	4 3/8	170 63	do do	do	...	
1855, Nov. 5	do 30 ...	104	do	do ...	Dummer	...	32 1/8	...	1870, Dec. 27	Saml. Wigmore	...	
1854, Oct. 24	do 30 ...	105	do	do ...	Grimsthorpe	...	11 3/4	...	1870, Aug. 25	Estate of D. D. Bogart	...	
Do do	do 30 ...	106	do	do ...	Anglesea	...	17 1/2	...	do do	do	...	
1869, July 24 1854, Oct. 9	do 30 ...	107	do	do ...	Casbel	...	13 3/4	...	1869, Dec. 14	Gilmour and Co., and H. F. McLachlin	...	
Do do	do 30 ...	108	do	do ...	Mayo	...	1	...	do do	H. F. McLachlin	...	
Do do	do 30 ..	109	do	do ...	Dungamon	...	4 1/2	...	do do	do	...	
1854, Jan. 30	do 30 ...	110	do	do ...	Limerick	...	77	2508 55	1869, Dec. 14	do	...	
1863, Dec. 31	do 30 ...	111	A. S. Page & Co	...	Cardiff	...	36 1/4	933 80	1871, Nov. 7	E. C. Clark, jun., & Sons	...	
Do do	do 30 ...	112	do	...	Faraday	...	1	...	do do	do	do ...	
Do do	do 30 ...	113	do	...	Herchell	...	49 1/8	...	do do	do	do ...	
1854, Oct. 25	do 30 ...	114	do	...	Grimsthorpe	...	43 7/8	...	do do	do	do ...	
1854, Oct. 18	do 30 ...	115	James Cummings	...	Walliston	...	47 1/8	...	1867, Apl. 30	Donald Campbell	...	
1854, Oct. 27	do 30 ...	116	Gilmour and Co.	...	Limerick	...	44 3/4	...	...	...	...	
1854, Oct. 27 1857, July 25	do 30 ...	117	do	...	Cashel	...	21	...	1867, Apl. 30	Donald Campbell	...	
1858, Dec. 20	do 30 ...	118	do	...	Grimsthorpe	...		...	1864, Mar. 19	Jos. Caniff	...	

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BELLEVILLE AGENCY—*Continued.*

Original date of License.	Date of existing License.	No. of License.	Name of License Holders.	Locality.	Area in Square Miles.	Amount of Bonuses Paid.	Date of Assignment.	From whom acquired.	Amount of consideration paid for assignment (where known)	REMARKS.
	1871.					$ cts.				
1857, July 25	June 30	119	Gilmour & Co.	Wallaston	18⅔		1864, Mar. 19	Jos. Smith		
1868, Feb. 13	July 1	120	R. C. Smith & Co.	Mindon	⅔	21 25	1871, July 7	C. Perry		
1866, Sep. 4	do 1	121	Geo. Brownlee	Galway	7½	300 00	1870, June 10	John Hunter (Irish)		
1861, Nov. 2										
1861, Oct. 31	do 7	122	McDougall & Ludgate	Anstruther	7½	235 00	1867, July 13	Perry and Church		
1861, Oct. 31	do 7	123	do do	Lutterworth	14⅛	455 60	1863, Nov. 6	Gillies and McLaren		
1860, Oct. 30										
1861, Oct. 31	do 7	124	do do	Stanhope	31⅝	290 00				
1860, Oct. 18	do 7	125	do do	Burleigh	17		1867, July 12	O. H. Rodgers		
Do do	do 7	126	do do	do	14⅛	871 00	1866, Sep. 18	Shaw and Ludgate		
1860, Nov. 23	do 11	127	F. Walbridge	Sheffield	36	477 00				Transferred to J. Benedict & Son, transfer in abeyance.
1862, Mar. 24										
1862, Jan. 19	do 19	128	Ross and Co	Cavendish	57¼	1727 00	1872, Jan. 9	Ross & Co.		
1861, Oct. 4										
1863, Jan. 19	do 19	129	do	Anstruther	44⅝	880 00	do do	do		Transferred to J. Benedict & Son, transfer in abeyance.
1863, Oct. 31										
1854, Oct. 21	do 19	130	do	Harvey	6½		do do	do		
1868, Dec. 23	do 19	131	do	Sheetborne	10⅞	5254 88	do do	do		
1870, Jan. 5	Sep. 13	132	H. B. Rathbburn & Son	Lake	5⅛	22 00	1868, Dec. 28	T. McCabe		
1862, Oct. 8										
1860, Dec. 4	do 14	133	A. S. Page and Co	do	11¼	140 00	1871, Nov. 7	E. C. Clarke, junr., & Son		
1854, Sep. 21										
1854 Oct. 18, 19	do 15	134	James Cumminge	do	36⅜	60 00				
1860, Oct. 31										
1868, Dec. 23	Sep. 15	135	N. Shaw	Sheethorne	15⅞	7367 37				
1869, July 15										
1866, Sep. 14	do 15	136	do	Somerville	3⅛		1870, May 10	Geo. Hilliard		
1866, Mar. 27										
1866, June 6	do 15	137	do	Harvey	8¾	150 00	1869, Sep. 6	John R. Rodgers		
1864, Jan. 16										
1860, Oct. 30										
1866, Dec. 22										

1865, Mar. 17	do 15	138	Estate of S. Dickson	Snowdon	9	13 05	1867, May 1	W. Hall			
1863, Mar. 24											
Do do	do 15	139	do do	Stanhope	17		do do	do			
Do do	do 15	140	do do	Anson	31¼		do do	do			
1866, Nov. 13	do 18	141	T. McCabe	Mindon	1⅛	21 25	1866, Nov. 13				
Do do	do 18	142	do	Seymour	3⅝	10 50				For Bonus, See License 43.	
1861, Oct. 31	do 18	143	Walter Scott	Cavendish	8		1866, Mar. 31	Platt and Bessinett			
1865, Feb. 1	do 18	144	do	Harvey	3		1866, May 1	J. R. Rodgers			
1870, Dec. 29	do 18	145	R. C. Smith	Mindon	17⅛	4103 88					
1866, Nov. 13											
1863, Oct. 30	do 18	146	do	Monmouth	38⅞	1280 00	1868, July 18	J. R. Rodgers			
1863, Dec. 31											
1863, Oct. 30	do 18	147	do	Glamorgan	24	605 00	do do	do			
1863, Apl. 30	do 18	148	do	Lutterworth	7		1868, May 21	Alex. Dennistown			
1863, Mar. 24	do 18	149	do	Somerville	5⅝		1868, Mar, 27	Willett M. Platt			
1871, Sep. 21	do 21	150	Nelson Barley	Hungerford	⅛	4 00					
1870, Nov. 1	Oct. 2	151	Malcolm McDougall	Stanhope	4⅞	893 75	1871, May 30	R. C. Smith			
1868, Feb. 13											
1860, Dec. 4	do 2	152	do	Lutterworth	6½		1869, Sep. 6	A. H. Campbell & Co			
1871, Oct. 2	do 2	153	Boyd Smith and Co.	Somerville	¾	4 00					
Do do	do 2	154	do	Lutterworth	¼	4 00					
1871, Nov. 30	Nov. 30	155	Green and Ellis	Fenelon	¼	4 00					
1860, Oct. 30	Dec. 9	156	Geo. Dunsford	Harvey	¼	4 00		Campbell & Co.			
1871, Dec. 29	do 29	157	W. H. Frodenburgh	Bedford	½	4 00					
1872.											
1872, Jan. 3	Jan. 3	158	S. S. Lazier	Sheffield	¾	4 00					

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WESTERN TIMBER DISTRICT.

1871.											
1866, Dec. 27	June 29	1	Hotchkiss, Peckham & Co	Tay	¾		1867, Feb. 2	H. P. Savigney			
1868, Oct. 22	do 29	2	do do	Flos	1						
1866, Dec. 27	do 29	3	do do	Tiny	4¾		1867, Feb. 2	H. P. Savigney			
1863, Nov. 25	do 29	4	do do	Sunnidale	52		1869, Feb. 1	Cook Bros			
1861, Oct. 4	do 29	5	Cook Bros.	Ryde	12	88 00					
Do do	do 29	6	do	Draper	6	82 00					
1860, Nov. 13	do 29	7	do	Tiny	½	12 00	1863, Nov. 1	J. J. Brady			
1863, Feb. 12	do 29	8	do	Flos	4						
1860, Nov. 24	do 29	9	do	Vespray	7	8 00					
Do do	do 29	10	do	North Orillia	26	54 50					
1861, Oct. 4	do 29	11	do	Digby	40	160 00					
Do do	do 29	12	do	Dalton	25	208 00	1866	A. C. Thomas			
1862, Jan. 14	do 29	13	do	Ryde and Dalton	25	125 00	1868	G. McMecken			
Do do	do 29	14	do	Rama and Morrison	17	125 00		do			
1869, Oct. 18	do 29	15	do	Ridout	27	1785 00	1868				
Do do	do 29	16	do	do	11	4515 00					
Do do	do 29	17	do	Sherbonrne	29½	1375 00					
1866, Oct. 24	do 29	18	John Cook	Monk	4	1770 00					
1869, Dec. 15	do 29	19	A. J. McCracken	Mara, Rama & Thorah.	3½	16 00					
Do do	do 29	20	O. F. Wright	Morrison	6	16 00					
1870, July 27	do 29	21	do	Matchadash	2½	720 00					

Sold to A. C. Thomas, & issued in his name until 1866, issued to Cook Bros. in 1866, no assignme't on file.

RETURN called for by Resolution of the Legislative Assembly, January 26th, 1872, of the names of all parties holding Timber Licenses in Ontario, on the 1st January, 1872, the localities of the same, the area in square miles covered by each License, the date of each, and of any assignment of such License.

WESTERN TIMBER DISTRICT.—*Continued.*

Original date of License.	Date of existing License.	No. of License.	Name of License Holders.	Locality.	Area in Square Miles.	Amount of Bonuses Paid.	Date of Assignment.	From whom acquired.	Amount of Consideration paid for Assignm't. (where known.)	REMARKS.
	1871.					$ cts.				
1871, Apl. 15	June 29	22	O. F. Wright	North Orillia	2½	12 00				
1870, Jan. 13	do 29	23	John McLanders	Essa	¼	4 00				
1870, Jan. 15	do 29	24	H. R. Cook	Morrison	5	16 00				
1870, June 30	do 29	25	do	Matchedash	7	70 00				
1870, Nov. 5	do 29	26	do	North Orillia	3¼	16 00				
1871, Feb. 8	do 29	27	Z. Casselman	Tay	¼	4 00				
1863, Oct. 4	do 29	28	E. C. Clark & Co	Tps. immediately South of Wallbridge & Brown Tps. Wallbridge, Brown, McKenzie, W ½ Wilson.	352	569 00	1871, Nov. 4	E. C. Clark, Jr., & Son		Assigned their interest to A. S. Page & Co.
1868, Dec. 1	do 29	29	Dodge & Co	Ferrier, Chapman, Ryerson, Spence. Croft, E ½ of Wilson	352	583 64	1867, May 10 1867, May 21	P. P. Harris W. A. McCauley		Did not issue until 1868, this includes Croft.
1874, Jan. 31	do 29	30	do	Carden	2	8 00				
1860, Nov. 24	do 29	31	D. B. Chambers	Matchedash	24	157 50	1867, Aug. 20	C. J. Campbell		
1860, Nov. 24	do 29	32	William Hall	do	24	252 00				
1855, Sep. 25	do 29	33	Alex. Kennedy	Rama & Morrison	10		1870, Feb. 2	A. Gunn		Assigned to Dodge & Co. Sep. 22, 1871.
1870, Nov. 1	do 29	34	do	Mara	3½	35 00				
1866, Oct. 4	do 29	35	Beecher & Silliman	Oakley	66	14434 00	1869, Aug 19	H. W. Sage & Co		
1866, Oct. 4	do 29	36	do	Hindon	31	4695 00	1869, Aug. 19	do		
1866, Jan. 9	do 29	37	Charles Mickle	Greenock	10		1871, Feb. 7	Cook, Bros		
1869, Oct. 18	do 29	38	Thompson Smith	Ridout & Sherbourne	29¼	12352 50				
1870, Oct. 14	do 29	39	do	Rama	11½	287 50				
1869, Dec. 15	do 29	40	Thompson Smith & Son	do	6¼	8 00				
1868, Dec. 15	do 29	11	do	Mara	4½		1869, Dec. 24	Geo. Burton		
1868, Jan. 17	do 29	42	Alex. Macadams	Bruce	2½	12 00		Harvey & Korman		Assig'd to Harvey & Komian Jan. 16, 1872.
1868, Dec. 15	do 29	43	do	Romney & Tilbury East	3	12 00		Scarth Bros.		Do. Scarth Bros Sep. 8, 1871.
1869, Jan. 29	do 29	44	R. C. Smith & Co	Laxton	3		1863, Oct. 5	Alex. Denuistown		
1857, Jan. 29	do 29	45	do	Digby	3		1863, Oct. 5	do		

1869, Dec. 16	do 29	46	McArthur Bros	Gosfield & Tilbury West	1½	16 00	1870, July 21	W. J. Cooper		
1869, Dec. 15	do 29	47	do	Colucester & Rochester	1¼	8 00	1870, July 21	do		
1860, Nov. 14	do 29	48	Robert White	Mulmur	¼	4 00				
1871, Jan. 18	do 29	49	Burton Bros	Grey	¼	4 00				
1871, Jan. 18	do 29	50	Wm. McCall	Charlotteville	¼	4 00				
1871, Jan. 25	do 29	51	Joseph Wilson	Mulmer	¼	4 00				
1871, Jan. 30	do 29	52	James Metcalfe	Brooke	¼	4 00				
1871, Feb. 7	do 29	53	John Blayney	Windham	¼	4 00				
1871, Feb. 15	do 29	54	Read, Walker & Adair	Reserve at Southampton	1	8 00				
1864, Feb. 12	do 30	55	Staples & Schulmburg	Carlyle	36	40 00	1867, Feb. 10	G. W. Lee		
1868, Oct. 10	do 30	55	do	Goshen	36	144 00	1867, Feb. 10	do		
1861, Oct. 4	do 30	56	A. R. Christie	Carden	11	148 00	1866, Aug. 13	Coburn & Son		
1855, Sep. 13	do 30	57	do	River Severn and Georgian Bay	58					
1863, Nov. 25	do 30	58	do	Medonte	1¼		1868, April 13	Cook Bros		
1868, April 28	do 30	59	Hotchkiss, Hughson & Co	Muskoka River	274	6850 00				
1870, Feb. 19	do 30	60	Thomson & Co	Anson	12	7680 00				
1863, Feb. 12	do 30	61	Chaffey & Fredenburgh	Baldwin, Shakspere, Hallune, May Salter, Merritt, Spragge, except N. W. ¼, S. W. ¼ sec 26, Sec. 27 & S. E. ¼ Sec. 28	279	324 60	1871, Mar. 10	A. M. Smith		
1864, Feb. 1	do 30	62	Walsh & Waterous	Lewis	20	22 80		Samuel Marks		
1855, Sep. 8	do 30	63	A. G. P. Dodge	Islands in Severn River.	2		1871, June 10	Bank of Toronto		
1855, Sep. 8	do 30	64	do	do	50		1871, June 10	do		See License 81, 82 and 83.
		65	do		50					
1855, Sep. 9	do 30	66	do	Severn Islands	8		1871, June 10	do		
1871, Feb. 23	do 30	67	Robert Young	Arran	¼	4 00				
1861, Oct. 4	do 30	68	Geo. Hilliard	Digby	21	92 00	1866, May 13	Benson & Co		
1866, Oct. 4	do 30	69	do	Hindon	36	10080 00				
1871, June 30	do 30	70	Dodge & Co	Morrison	2¾	12 00				
1863, April 22	do 30	71	J. & W. Beaty & Co	Carling Cowper						
		72 & 73		Weston part of Conger. McDougall and Weston						
				Part of Foley	234	209 76				
1867, April 20	do 30	74	do	Moon River	50	57 00				
1871, Aug. 11	Aug. 11	75	John L. Cook	Proton and Vespra	½	4 00				
1871, Aug. 29	do 29	76	John Cameron	Mara and Eldon	¼	4 00				
1871, Aug. 27	Sep. 27	77	O. F. Wright	Flos	¼	4 00				
1871, Oct. 27	Oct. 27	78	H. H. Cook	Tiny	¼	4 00				Paid only ground rent of $80.
1871, Oct. 27	do 27	79	C. T. Dupont, John Davis and Alexander Cameron	River St. Mary	40					Special License to cut tamarac railroad ties only
1871, Nov. 6	Nov. 6	80	O. J. Phelps	Flos	¼	4 00				
1855, Sep.	do 22	81	A. G. P. Dodge	Muskoka						
		82	do	River Severn						
		83	do	Morrison	42		1871, June 10	Bank of Toronto		
1871, Nov. 29	do 29	84	Cook Bros	Muskoka	18	3960 00				
1871, Nov. 29	do 29	85	do	Watt	21	3465 00				
1871, Nov. 29	do 29	86	do	Cardwell	29	5325 00				

RETURN called for by Resolution of the Legislative Assembly, January 26th, 1872, of the names of all parties holding Timber Licenses in Ontario, on the 1st January, 1872, the localities of the same, the area in square miles covered by each License, the date of each, and of any assignment of such License.

WESTERN TIMBER DISTRICT.—*Concluded.*

Original date of License.	Date of existing License.	No. of License.	Names of License Holders.	Locality.	Area in Square Miles.	Amount of Bonuses Paid.	Date of Assignment.	From whom acquired.	Amount of Consideration paid for Assignm't. (where known.)	REMARKS.
	1871.					$ cts.				
1871, Nov. 29	Nov. 29 ...	87	James Metcalfe	Cardwell	10	2250 00			.....	
1871, Nov. 29	do 29 ...	88	Cook Bros	Humphry	32	11505 00			.....	
1871, Nov. 29	do 29 ...	89	do	Christie	35	6000 00			....	
1871, Nov. 29	do 29 ...	90	McArthur Bros	do	29	9015 00			.....	
1871, Nov. 29	do 29 ...	91	Cook Bros	McKeller	33	10605 00			.....	
1871, Nov. 29	do 29 ...	92	A. G. P. Dodge	Hagerman	50	5960 00			.....	
1871, Nov. 29	do 29 ...	93	do	Ferguson	33	7440 00			.....	
1871, Nov. 29	do 29 ...	94	Wm. Doran	Stisted	14	1400 00			.....	
1871, Nov. 29	do 29 ...	95	A. G. P. Dodge	Stephenson	13	2340 00			.....	
1871, Nov. 29	do 29 ...	96	do	Macaulay	7	777 00			.....	
1871, Nov. 29	do 29 ...	97	do	Draper	7	1820 00			.....	
1871, Nov. 29	do 29 ...	98	do	McLean	14	3150 00			.....	
1871, Nov. 29	do 29 ...	99	Cook Bros	do	24	7200 00			.....	
1871, Nov. 29	do 29 ...	100	do	Brunell	33	10350 00			.....	
1871, Nov. 29	do 29 ...	101	do	Chaffey	26	10140 00			.....	
1871, Nov. 29	do 29 ...	102	James Metcalfe	do	12	6000 00			.....	
1871, Dec. 5	Dec. 5 ...	103	Andrew Washington	Laxton	1½	4 00			.....	Paid only $80 as ground rent. Special license to cut cedar, tamarac & hemlock railroad ties.
1871, Dec. 16	do 16 ...	104	John Cameron	Eldon	¼	4 00			.....	
1871, Dec. 18	do 18 ...	105	James Woods	Tiny	¼	4 00			.....	
1871, Dec. 28	do 28 ...	106	W. H. Thorne	East Gwillimsbury	¼	4 00			.....	
1871, Dec. 28	do 28 ...	107	A. McCracken	Whitefish River	40				.....	
1872, Jan. 8	.....	108	H. B. Rathburn & Son	McKeller	16	4000 00			.....	
1872, Jan. 8	.....	109	do	Hagerman	18	3150 00			.....	
1872, Jan. 8	.....	110	do	Ferguson	13	1820 00			.....	
1872, Jan. 16	.....	111	Joshua Haldon	East Gwillimsbury	¼	4 00			.....	
1872, Jan. 16	.....	112	Wm. McLanders	Sunnidale	¼	4 00			.....	

DEPARTMENT OF CROWN LANDS,
Toronto, February, 1872.

THOS. H. JOHNSON,
Assistant Commissioner.

RETURN called for by Resolution of the Legislative Assembly, 26th January, 1872, of the Names of all persons in Arrears for Timber Dues in Ontario, on the 31st January, 1872, the several amounts due, and the year when such arrears fell due.

OTTAWA AGENCY.

Names.	Amount outstanding 31st January 1872.	Amount paid in February, received up to 15th inst.	OUTSTANDING AT QUEBEC ON SQUARE TIMBER. Names.	Amount outstanding 31st January 1872.	Amount paid in February, received up to 15th inst.
	$ cts.	$ cts.		$ cts.	$ cts.
From 1870 and previous, sundry parties, small amounts	1,334 47	289 05	T. & J. McFarlane	699 80	
			W. N. Fairchney	886 59	
The following are dues of 1871 :—			McKee & McCuan	1,191 53	
			James Findlay	1,812 45	
H. J. Church	91 65	91 65	Hon. James Skead	3,430 09	
J. Barnes	305 25		W. H. Supple	1,363 28	
A. H. Baldwin	830 85		John Wilson	500 75	
William Lees	674 45		Allan Morrison	45 60	
Bronson and Weston	4,819 95		A. M. Dole	874 29	
Perley and Pattee	6,655 30		James Reeves	137 28	
McLaeldin Bros.	2,070 71		Boyd Caldwell	1,718 99	
E. B. Eddy	3,699 55		Duncan McFarlane	1,315 16	
Wright, Batson and Currier	3,130 77		Robert Skead	795 92	
J. J. Playfair	968 70		Mackey & Robertson	803 08	
Richard White	993 85		Samuel McDougall	895 73	
Stedman and Playfair	115 10		William Mohr	1,331 39	1,331 39
Hon. B. Flint	2,639 55		James Bonfield	1,625 00	
Mrs. J. Supple	1,212 82		Wright, Batson and Currier	1,027 04	
Rev. W. Usborne	445 95		Mackey and Robertson	585 48	
Hilliard and Dickson	54 15		Kenneth McLennan	105 80	
J. R. Booth	10,461 80		William Harper	922 00	
Hon. James Skead	6,352 03				
		3,775 17			
Total outstanding 31st January, 1872	46,856 90			22,067 25	1,331 39
Less paid in February, 1872, received up to 15th inst.	4,155 87	4,155 87	Less paid in February up to 15th inst	1,331 39	
Outstanding, 15th February, 1872	42,701 03			20,735 86	

RETURN called for by Resolution of the Legislative Assembly, 26th January, 1872, of the Names of all persons in Arrears for Timber Dues in Ontario, on the 31st January, 1872, the several amounts due, and the year when such arrears fell due.

OTTAWA AGENCY—*Continued.*

Names.	INCLUDED IN THE ABOVE.	
	Dues on Saw Logs stuck in streams.	Amounts disputed or to be adjusted.
	$ cts.	$ cts.
From 1870 and previous	...	1,045 42
Bronson and Weston	4,819 95	
Perley and Pattee	6,293 50	361 80
McLachlin Bros.	1,472 66	598 05
Wright, Batson and Currier	2,680 53	450 24
Richard White	993 85	
Hon. B. Flint	2,639 55	
J. R. Booth	10,461 80	
A. H. Baldwin	...	830 85
E. B. Eddy	...	3,396 66
J. J. Playfair	...	968 70
Stedman and Playfair	...	115 10
Mrs. J. Supple	...	1,212 82
Rev. W. Usborne	...	445 95
Hilliard and Dickson	...	54 15
Hon. James Skead	...	2,576 86
	29,361 84	12,056 60

SYNOPSIS OF OUTSTANDING DUES.—OTTAWA AGENCY.		
	$ cts.	$ cts.
Amount outstanding at Crown Timber Office, Ottawa	...	46,856 90
do do do Quebec	...	22,067 25
Total outstanding in Ottawa Agency, 31st January, 1872	...	68,924 15
Amounts received up to 15th February, 1872, at Ottawa	4,155 87	
do do do Quebec	1,331 39	
		5,487 26
Total outstanding, 15th February, 1872	...	63,436 89
NOTE—The above amount, $63,436 89 outstanding, is composed as follows:		
Dues on Saw Logs, &c., stuck in streams	29,361 84	
Amounts disputed or to be adjusted, in connection with accounts of 1871, for Saw Log dues	12,056 60	
Amount outstanding at Quebec on square timber	20,735 86	
	62,154 30	
Amount outstanding, undisputed and payable at Ottawa Office, 31st January and 15th February, 1872	1,282 59	63,436 89

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Toronto, February, 1872.

RETURN called for by Resolution of the Legislative Assembly, 26th January, 1872, of the names of all persons in arrears for Timber Dues in Ontario, on the 31st January, 1872, the several amounts due, and the year when such arrears fell due.

BELLEVILLE AGENCY.

Names.	1867.	1868.	1869.	1870.	1871.	Total Outstanding, 31st Jan. 1872.	Paid in February. Received up to inst.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.		
Phillip Edgar	24 63					24 63	Nil.	
Samuel Dickson	14 00					14 00	do	
W. McRossie	105 00	96 20		50 10		251 30	do	
Hudgins & McKim		82 32				82 32	do	
Henry J. Arnold		181 50				181 50	do	
Peter Moon		44 49				44 49	do	
John E. Proctor		16 26				16 26	do	
W. Freeman			74 25			74 25	do	
Robert Arkles			13 44			13 44	do	
Samuel Trude				473 70	16 50	490 20	do	
Paxton Bros					1,109 51	1,109 51	do	Lumber on hand.
Brownlee & Mowry					1,040 55	1,040 55	do	do
Billa Flint					4,016 98	4,016 98	do	Logs stuck in streams.
James Ross					90 45	90 45	do	Lumber on hand.
J. Chaffey					1,385 26	1,385 26	do	do
	143 63	420 77	87 69	523 80	7,659 25	8,835 14		

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Toronto, February, 1872.

RETURN called for by Resolution of the Legislative Assembly, 26th January, 1872, of the Names of all parties in Arrears for Timber Dues in Ontario, on the 31st January, 1872, the several amounts due, and the year when such arrears fell due.

WESTERN TIMBER DISTRICT.

	1869.	1870.	1871.	Total outstanding 31st January 1872.	Paid in February, received up to 15th inst.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
Richard Walker & Son	240 90			240 90		
Frank Harden	150 00			150 00		
Hugh Montgomery	267 00			267 00		
Rolston & Co.	159 00			159 00		
Jane Ross	378 60			378 60		
Williams and Murray	416 70			416 70		This charge should not be maintained against the parties.
John Egan	66 00			66 00		
Charles Panonandier	28 12			28 12		
Davis Bros.		33 00		33 00		
Hotchkiss, Hughson & Co.			2,331 10	2,331 10	1,333 60	The balance, $997 50, is disputed, to be adjusted.
Dodge & Co			11,893 65	11,893 65	11,893 65	
Cook Bros		64 20		64 20		
Arch'd Fisher		150 00		150 00		
Thomas Myers		300 00		300 00		
C. H. Clarke		600 00		600 00		Lumber never delivered to C. H. Clarke, the party who cut it has left the country.
Gilman and Willson		55 50		55 50		
Ralston & McIntosh		105 00		105 00		
John Shannon		315 00		315 00		
John McAlpin		150 00		150 00		
Arthur Wynn		180 00		180 00		
Bricker Bros.		100 00		100 00		
Miller and Mason		150 00		150 00		
Tohey and Cummins		240 00		240 00		
Benj. Serrett		90 00		90 00		
Staples and Schulenburg			1,168 75	1,168 75		
Beecher and Silliman			601 80	601 80	601 80	
Walsh and Balry			573 00	573 00		Dues to be paid on lumber when logs are cut up. Wood Rangers supposed to have over-estimated contents.
R. C. Smith & Co.			10 00	10 00	10 00	

Chaffey and Fredenhurgh			0 85	0 85		
George Hilliard			6 80	6 80		
W. Way			31 60	34 00		
Thomson and Maxwell			2,592 00	2,592 00		This item in course of investigation, the full charge is disputed.
	1,706 32	2,532 70	19,211 95	23,450 97	13,839 05	
	Less paid in February, received up to 15th inst.			13,839 05		
	Outstanding 15th February, 1872			9,611 92		

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Toronto, February, 1872.

COPIES OF CORRESPONDENCE

(In connection with outstanding Timber Dues,) called for by Resolution of the Legislative Assembly, 26th January, 1872.

(Dated 15th February, 1872.)

OTTAWA, Ontario, 13th December, 1871.

SIR,—Having received my account from A. J. Russell, Esq., of Government dues on saw logs for the past winter, amounting to $24,516 30, with a notification that the same must be paid on or before the 27th instant, I beg leave to inform you that a large portion of the logs got out last season are stuck, namely 63,609 on the Opeongo Creek, and 14,000 on the Madawaska River, a statement of which I append for your information. All those on the Opeongo Creek, remain where they were placed on the ice by the teams, owing to the giving way of a large dam that I had built, wholly at my own expense at a cost of four thousand dollars, to replace one I had built the year previously, at a cost of three thousand dollars, which had been carried away, causing 30,000 saw logs to stick in the same creek, and on which I had to pay the Government dues with interest to 30th June last, and now these thirty thousand saw logs are still stuck by the second dam being carried away.

I have now just completed two large dams on the same creek, at a cost of seven thousand dollars to get out these logs, and have expended in all fourteen thousand dollars for dams alone. Now Sir, this is the third winter since I paid for getting out these thirty thousand logs, which I can get no sooner than those got out the present winter, and on which the duties were paid last year, all of which will scarcely get to my mill next summer, under the most favourable circumstances I can expect.

Now Sir, you can see that any profit I might have on those logs is entirely consumed by interest on the cost of getting them out, and the large outlay in constructing dams, with the loss I have incurred in the want of them, and which I beg to submit for your favourable consideration, and would respectfully ask that you would be pleased to allow the duties on the stuck logs to remain over until they come down next summer.

In the account furnished from Toronto, I am charged with the dues on 2,602 saw logs, and 18 pieces boom timber, purchased from James Bonfield. They do not belong to me. I only got from him 1,449 saw logs, and they are properly charged to me. I presume it is an oversight and will be corrected.

The duties on the logs which I have got down will be promptly paid at the time specified, and hoping for your favourable consideration to my request, which I trust you will not consider an unreasonable one, I am

Very respectfully,
Your obedient servant,

(Signed) J. R. BOOTH,
Per Benj. Donaldson.

The Hon. the Commissioner of Crown Lands,
Toronto.

Certified a true copy.

THOS. H. JOHNSON.
Asst. Commissioner.

RETURN of logs stuck, belonging to J. R. Booth, got out the winter of 1870-71.

By whom cut.	Locality.	Saw Logs. Pieces.	Standards.		Boom timber. Pieces.	Feet.
D. Moore	Egan East Limits	7,972	8,344	061	165	3,306
W. Pillon	"	10,494	9,165	118		
S. Villemore	"	5,706	5,457	010	22	371
W. Major	"	11,718	10,751	191	48	1,030
N. Ayotte	Dickson Limit	5,847	5,083	142	163	3,177
John Hayes	"	8,586	6,988	030		
J. L. Pratt	"	11,924	10.296	161		
Austin & Graham	Limit	1,662	1,006	177		
Several jobbers	Madawaska Limit	14,000				
		77,609				
		2,602				
James Bonfield	Not mine				18	450
		79,211				

Ottawa, 13th December, 1871.

(Signed) J. R. BOOTH.
Per Benj. Donaldson.

Certified a true copy.
THOS. H. JOHNSON,
Asst. Commissioner.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,

Toronto, 20th December, 1871.

SIR,—In reply to that part of your letter of the 13th inst., which refers to 2,602 pieces saw log and 18 pieces boom timber, charged to you in account as bought from James Bonfield, but which you state you did not receive, I have to state that the item will be deducted from your account, viz:—

2,602 pcs. saw logs=1,394 stds. at 15c	$209 10
18 " boom timber 450 cub. feet at 1¼c	5 62
	$214 72

Your obedient servant,

(Signed) THOS. H. JOHNSON,
Asst. Commissioner.

J. R. Booth, Esq., Ottawa.

Certified a true copy.
THOS. H. JOHNSON,
Asst Commissioner.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,

Toronto, 20th December, 1871.

SIR,—In reply to that part of your letter of the 13th inst., which refers to a portion of the saw logs and boom timber got out for you last winter, alleged to be stuck on the Opeongo Creek and Madawaska River, I have to state that on your signing and returning to this Department, the two affidavits enclosed herewith, Mr. Russell, Crown Timber Agent, will be instructed to allow the payment of dues on the 63,609 pieces saw logs and 398 pieces boom timber which you state are stuck on Opeongo Creek, to lie over till 30th June next, the amount to bear interest from 1st inst., until paid.

The Department must insist on the dues on the balance being paid at the date named to you by Mr. Russell.

Your obedient servant,

(Signed) THOS. H. JOHNSON,
Asst. Commissioner.

J. R. Booth, Esq., Ottawa.

Certified a true copy.

THOS. H. JOHNSON,
Asst Commissioner.

Province of Ontario, } I, John R Booth, of the city of Ottawa, mill-owner, do hereby so-
County of Carleton, } lemnly swear, that the account of saw logs and boom timber recently
To wit } furnished to me from the Crown Lands Department, consisting of one hundred and eighty-three thousand six hundred and fifty-three pieces of saw logs, and one thousand nine hundred and eighty-two pieces of boom timber, less two thousand six hundred and two saw logs, and eighteen pieces of boom timber, erroneously charged to me as having been received from James Bonfield, constitutes a true and faithful account of all the saw logs and boom timber made by or for me, or purchased or acquired from other parties for me, that were cut in the Province of Ontario, during the said year 1870-71, with the exception of 30,385 saw logs and 119 prices boom timber purchased from Hilliard & Dickson, returned to the Crown Timber Office by them, and they to pay the dues.

(Signed) J. R. BOOTH.

Sworn before me at Ottawa,
this 27th day of December, 1871.

(Signed) C. S. MCNUTT,
Com. B. R.

Certified a true copy.

THOS. H. JOHNSON.
Asst. Commissioner.

Province of Ontario, } I, John R. Booth, of the city of Ottawa, mill-owner, do hereby so-
County of Carleton, } lemnly swear, that the undermentioned saw logs and boom timber made
To wit. } by and for me on the Opeongo Creek during the winter of 1870-71, were left stuck on the Opeongo Creek and there remain, and consequently cannot get down to the Ottawa River until next spring, that is to say—

				Boom timber.			
Cut by David Moore.....	7,972	pes saw logs =	8,344,061	stds.	165 pcs	3,306 ft	cubic.
—do—W. Pillon.....	10,494	—do—	9,165,118	"			
—do—P. Villemore.....	5,706	—do—	5,457,010	"	22 "	371	—do—
—do—W. Major.....	11,718	—do—	10,751,191	"	48 "	1,030	—do—
—do—N. Ayotte.....	5,847	—do—	5,083,142	"	163 "	3,177	—do—
—do—John Hayes.....	8,286	—do—	6,988,030	"			
—do—J. L. Pratt.....	11,924	—do—	10,295,161	"			
—do—Curtin & Graham.	1,662	—do—	1,006,177	"			
	63,609	—do—	57,090,890	"	398 "	7,884	—do—

Also, 7,000 saw logs made on the Mississippi Branch, and 7,000 on the Madawaska which are stuck, and cannot be got down before next season.

(Signed) J. R. BOOTH.

Sworn before me at Ottawa,
this 27th day of December, 1871.

(Signed) C. S. MCNUTT.
Com. B. R.

Certified a true copy.

THOS. H. JOHNSON,
Asst. Commissioner.

Department of Crown Lands.
Woods and Forests Branch,

Toronto, 20th December, 1871.

Sir,—In connection with J. R. Booth's account sent to you 4th inst., I herewith enclose for your guidance, copies of two letters addressed this day to J. R. Booth, one referring to allowance till 30th June next, for payment of dues on saw logs and boom timber stuck on Opeongo Creek, the other respecting the deduction of an item of $214 72 from his account.

Your obedient servant,
(Sigued) Thos. H. Johnson,
Asst. Commissioner

A. J. Russell, Esq., Crown Timber Agent,
Ottawa.

Certified a true copy.

Thos. H. Johnson,
Asst. Commissioner.

Belleville. 26th December, 1871.

My Dear Sir,—The Department at Ottawa has called on me for log dues, as well as the Department here, I cannot pay before next summer as usual, but will pay the interest willingly.

I have a large quantity of my logs stuck in the River, some 35 to 40,000, owing to low water we could not get them down. The fall rains failed to raise the water and here they have to lie on till next spring.

My limits were so burnt over again this year, that I had to put in extra force to save the timber from becoming spoilt, and I had to use all I could raise to prevent loss of timber to the Government and myself. All is safe and secure and I will pay it all up in June next, being about as early as it can well be done.

Yours, &c., &c.,
(Signed) Billa Flint.

Thos. H. Johnson, Esq., Asst. Com. Crown Lands,
Toronto.

P. S.—What about the Cleak lands, I want to know so as to save the burnt timber.
(Signed) B. F.

Certified a true copy.

Thos. H. Johnson,
Asst. Commissioner.

Department of Crown Lands,
Woods and Forests Branch,

Toronto, 3rd January, 1872.

Sir,—I have now to state in reply to your letter of 26th ult., stating that a large quantity of the saw logs cut by you in the Ottawa agency last winter, had been stuck on their way down the streams, and asking for a delay in the payment of duties thereon, that on your filing your own affidavit in the Department setting forth where and under whose superintendence such saw logs were made, the number of pieces stuck and where stuck, the Department would feel disposed to permit the payment of duties on such stuck logs to lie over until 30th June next, on payment of the usual interest thereon.

Your obedient servant,
(Sigued) Thos. H. Johnson,
Asst. Commissioner.

Hon. Billa Flint, Belleville.

Certified a true copy.

Thos. H. Johnston.
Asst. Commissioner.

BRIDGEWATER, 3rd February 1872.

MY DEAR SIR,—Just before leaving Belleville, Mr. Way called on me about my log dues, and said he had instructions to call on the Lumbermen to pay up.

Now you have my letter, also the affidavit I left with you when in Toronto, as to my logs which are stuck, and from what you stated I considered was satisfactory and that I would get the time I asked to pay up by 1st July next.

I cannot meet any portion until next June, unless I draw off my men from the woods, and leave my burnt timber to spoil, so if I am forced to pay I know no other way than for the Department to order Mr. Way to seize and sell logs to satisfy the amount.

I am on my way to the York Branch, to look after the Cleak property.

Yours, &c., &c.,

(Signed) BILLA FLENT.

Thos. H. Johnson, Esq., Asst. Com. Crown Lands,
Toronto

Certified a true copy.

THOS. H. JOHNSON,
Asst. Commissioner.

Province of Ontario, } Billa Flint, of the Town of Belleville, in the County of Hastings and
To wit. } Province of Ontario, Lumber merchant, maketh oath and saith:

1st. That owing to low water in the River Moira during the past season he was not able to drive all his saw logs to market, in order to saw them up.

2nd. That he used all diligence to get down the logs got out under license during the fall and winter of 1870 and 1871.

3rd. That as near as deponent can calculate, there must be between thirty-five and forty thousand saw logs to get out in the River Moira, at the present time lying in the dead water, above David Reed's mills, about eight miles from Belleville, and between the two places.

4th. That said logs so remaining in the River are the largest class of his logs, which in low water are most sure to remain behind.

5th. That the said saw logs were got out at different shanties and by small jobbers in the Townships of Elzevir, Kaladar and Grimsthorpe, and all drove down the same streams (*i. e.* the Moira streams,) Seootomatta and Moira, and are all mixed through each other, so that it would be impossible to make oath from which shanty or from which township they came.

(Signed) BILLA FLINT.

Sworn before me at Belleville,
this 19th day of January, 1872.
(Signed) D. W. ROBERTSON,
A Com. B. R.

Certified a true copy.

THOS. H. JOHNSON,
Asst. Commissioner.

PEMBROKE, 2nd January, 1872

To the
Hon. The Commissioner of Crown Lands,
Toronto.

SIR.—I take the liberty of writing you in reference to the duty ($993) on a lot of logs got out by me last season and which are stuck in Mud Creek in consequence of low water. I had a letter from A. J. Russell Esq., saying he had instructions to collect the amount. I am unable to pay the amount just now. I am willing to pay the interest according to the regulations of the office, and as I am getting out a lot more will pay the whole together. If you will allow the matter to stand over, please instruct Mr. R. to that effect.

Your obedient servant.

(Signed) RICHARD WHITE.

Certified a true copy.

THOS. H. JOHNSON,
Asst. Commissioner.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,

Toronto, 6th January, 1872.

SIR.—I am now to state, in reply to your letter of 2nd inst. on the subject of your saw log operations of the past season, and stating that they are stuck on Mud Lake, in the Muskrat River, and did not reach the Ottawa, that, on filing in this Department your own affidavit setting forth the number of saw logs stuck and stating where they are now, the Department would be inclined to permit the matter to rest until 30th June next on payment of the interest.

Your obedient servant,
(Signed) THOS. H. JOHNSON,
Asst. Commissioner.

Certified a true copy.
THOS. H. JOHNSON,
Asst. Commissioner.

PEMBROKE, 12th January, 1872.

To the Honble. The Commissioner of Crown Lands,
Toronto.

SIR,—In reply to your favour of the 6th inst., I beg to state I am willing to furnish you with the affidavit you ask for, but I cannot give you the exact number of logs, as I cannot ascertain the number by the book kept by my young man, he left 15th January after which time the account was not properly kept, as they have to be measured in the spring by E. B. Eddy's culler. I could send you an affidavit now of the supposed quantity, and after being measured, of the actual number I have both of old and new, which I can keep a separate account of. You can send such affidavit as you want me to sign, and I can amend it here if necessary.

I will send you an application for the lots I wrote to you about as soon as I can get them from the C. L. A.

Yours respectfully,
(Sigued) RICHARD WHITE,
Asst. Commissioner.

Certified a true copy.
THOS. H. JOHNSON,
Asst. Commissioner.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,

Toronto, 24th January, 1872.

SIR,—I have now to state in reply to your letter of 12th instant, respecting the number of pieces of saw logs and boom timber belonging to you which is now stuck in the Mud Lake of the Muskrat River, that the total quantity of timber returned as belonging to you is

10,360 pieces Saw Logs,
300 " Boom timber.

The Department has no means of knowing whether the whole quantity remains stuck there or whether you succeeded in getting a portion of it to market.

You will be able it is presumed to make up the quantity stuck from the above memoranda.

Your obdt. servant,
(Signed) THOS. H. JOHNSON,
Asst. Commissioner.

Richard White, Esq.,
Pembroke.

Certified a true copy.
THOS. H. JOHNSON,
Asst. Commissioner.

(Per Mail.)

PEMBROKE, 27th January, 1872.

To the Hon. the Commissioner of Crown Lands,
Toronto.

SIR,—I send herewith the affidavit asked for in your favour of 6th inst. After the logs are measured in the spring I will send in an "amended return" under oath. I would thank you to let me know how much the interest is and I will remit the amount.

Yours respectfully,
(Signed) RICHARD WHITE.

Certified a true copy.

THOS. H. JOHNSON,
Asst. Commissioner.

County of Renfrew, } I, Richard White, of the Town of Pembroke, in the County of Ren-
To Wit : } frew, lumber merchant, make oath and say :

1. That I am owner of the saw logs and boom timber mentioned and set forth in the annexed list, 10,360 pieces of saw logs and 300 pieces of boom timber.

2. That none of the said saw logs or boom timber have yet reached market or been delivered to the person who has contracted with me for the purchase of the same.

3. That owing to low water during the past summer I was unable to drive the said logs or boom timber and the same are (with the exceptions hereinafter mentioned) stuck in the Mud Lake and the Muskrat River and I will not be able to get the same to market until next spring.

4. That about 1,700 pieces of said saw logs and about 20 pieces of said boom timber have reached the mouth of the Muskrat River, which is the market for the whole of said logs, but the same are as yet undelivered and unpaid for for the following reasons :

That I contracted with one E. B. Eddy to deliver to him the whole of said logs and boom timber last spring but owing to the most of them having been stuck as aforesaid the said Eddy refused to receive the said 1,700 logs and 20 pieces of boom timber, or any of them until the whole amount which I contracted with him for was delivered, or to pay me anything on account of the same.

5. The whole of said saw logs and boom timber still remain upon my hands, and I have not received any advances or derived any benefit in respect thereof.

6. The arrival of the said 1,700 saw logs, &c. in market as aforesaid was of no benefit to me whatever for the reasons I have set out above.

(Signed) RICHARD WHITE.

Sworn before me at the Town of Pembroke, in the County of Renfrew, this Twenty-seventh day of January, 1872.

(Signed) WM. R. WHITE,
A Commissioner B. R.
in and for Renfrew.

Certified a true copy.

THOS. H. JOHNSON,
Asst Commissioner.

RETURN

To an Address of the Legislative Assembly, to His Excellency the Lieutenant Governor, praying that he will cause to be laid before the House copies of any petitions from the Trustees of the Toronto General Hospital.

By Command,

PETER GOW,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 20th February, 1872.

To His Excellency the Honourable William P. Howland, C. B., Lieutenant Governor of Ontario:

The petition of the Trustees of the Toronto General Hospital, humbly sheweth:

That the Debenture debt of the Corporation is $53,000, and that the rate of interest paid thereon is eight per cent. per annum.

That the annual income from all sources, according to the return lately made, for the twelve months ending on the 30th of September last, is..... $21,500 00

That after deducting..... 4,240 00

For the annual interest there remains $17,260 00

applicable to general Hospital purposes.

That the salaries and wages, taxes and insurance, repairs, advertising, stationery and some small sundries amounting to about $5,600, if deducted from the preceding sum, will leave $11,600, which may be considered as the cost of the patients for food, medicine, fuel, bedding, and the other necessary charges.

That the average daily number of patients in the Hospital, for the year ending in September last, was 81.

That the sum last mentioned, includes the amounts received from the City of Toronto and other municipalities, and from private patients, making in all the sum of $3,626, that the residue of it or $8,034 was paid from the other funds of the Hospital.

That the cost of each patient in appropriating the above sum of $11,660 among the 81 daily patients, was nearly 39⅓ cents per day, or nearly $144 per annum for each daily patient.

That at that rate the Hospital provided from its own funds for nearly 56 patients daily throughout, and municipalities and paying patients for 25 patients.

That the rule of the Trustees is, to keep constantly 50 free patients, if so many are in the Hospital, and to require that all beyond that number shall be paid for. This rule, however, cannot be rigidly observed, and as will be seen, the Hospital maintained six patients daily beyond the allotted number.

That there are in the Hospital at all times persons who should not properly be there;

persons whose cases are found to be incurable, and who cannot safely be removed, and who are too poor to provide for themselves.

That cases of small-pox and of other contagious diseases have occasionally to be received into the Hospital, such patients are put into the third floor of the building, which is quite shut off from the lower storeys.

It is, however, impossible to prevent communication by the nurses and medical men being maintained between the contagious Ward and the other parts of the Hospital.

One case of small-pox was lately received into the Hospital, and although every means within the power of the officials to maintain isolation was tried, the disease spread among the other patients of the Hospital and some of the staff. It is at present nearly subdued.

That the Trustees have been in consultation with the City authorities respecting the establishment of a temporary Hospital for the reception and treatment of such cases, and His Worship the Mayor, has with great zeal and promptitude, fitted up the House of Refuge and the Gaol Grounds for that purpose.

That the Hospital Buildings will very shortly require to have the whole basement floor taken up and re-laid. That the drainage of the building is in an unsatisfactory condition, and will require to be attended to at once; in which case, it will be better to take up and re-lay the floor at the same time.

That it has been suggested, it would be a matter of economy, and beneficial to the building, and to the inmates, to have the Hospital heated throughout with steam, instead of the present unsatisfactory way of heating it with wood stoves and coal grates.

That these matters are in the opinion of the Trustees, of the very greatest importance to the successful operation of the Toronto Hospital, and some of them are of equal application to all establishments of the same nature.

The Trustees will take them up in the order in which they are set forth:

FIRSTLY.—The debt of the Hospital. It amounts to $53,000, on which the interest paid is 8 per cent.

The Trustees have represented to your Excellency on former occasions, that as the Toronto General Hospital has been endowed, and is supported by the Public Funds, it is in reality a Public Institution.

Three of the five Trustees are appointed by the Crown, so that it is managed by a majority of Government nominees. In such a case the Trustees respectfully submit that it is not necessary or advisable the debt referred to, should be allowed to remain a debt upon the Hospital, or in substance, a debt against the Government.

The property and assets of the trust are abundantly sufficient to satisfy, and much more than satisfy all the debt which is against it, and equally to satisfy the Government for the amount which may have to be paid to redeem the debt.

But whether the debt be cancelled or not, the Trustees earnestly pray that provision be made for the Debentures being redeemed by the Government or by the Trustees, even if they are to be held by the Crown as a continuing charge on the Trust property.

For in such a case the Trust which is now paying 8 per cent. or	$4,240 00
Will pay only 6 per cent. or.....	3,180 00
And will thus have a sum of.....	$1,060 00

to expend annually for the Hospital, which at present is paid to the creditors.

It is the Government in effect which is paying this annual sum of $1,060 for nothing; for that which the Hospital cannot supply, has to be supplemented by the Legislature.

SECONDLY.—The provision for fifty-three patients is too inadequate for the requirements of the Hospital. The Trustees believe it merely has to be mentioned, that the present funds will not do more than support about 50 free patients; to induce the Legislature to grant a more liberal provision for so humane and necessary an object.

There can be no good reason assigned why numbers 49 and 50 do not pay, and why 51 and 52 should pay, when they are all persons who should be equally provided for.

The case is simply this, that the Hospital demand is greater than the provision made for it, and *that* the Trustees believe it not a proper or justifiable state of things. The Trustees pray for an increase for this purpose of $4,000.

THIRDLY.—The case of Incurables. This is a serious matter; firstly, because those who help to fill the curative Hospitals—are plainly there to the prejudice of those who

are entitled to be, and would be benefited by being there in their stead; and secondly, because such incurable persons should be provided for in an Asylum adapted to their wants; they are neither inmates for an Hospital nor for a Poor House; the one can supply them with medical attendance and medicine, but cannot cure them; the other can give them food and shelter, but not the necessary medical relief or appliances.

It is absolutely necessary that a home adapted to the special wants of that unfortunate class, should be established. The Trustees believe that if a reasonable grant be made for that purpose, it would be aided very much by private donations and bequests. The Trustees desire while referring to the incurable sick, to call attention to the confirmed or incurable lunatic.

Every Gaol has at times, had, or may have at the present some unfortunate of that kind, who cannot be, and are not cared for in a manner suitable to their infirmity. The reports or presentments of almost every Grand Jury throughout the Province, have again and again called the attention of the Judges, the Municipalities, and the public generally to the subject, but not a single step has ever been taken to meet these earnest and pressing remonstrances.

FOURTHLY.—Contagious Hospitals. The Trustees would only be repeating what every one knows, if they were to say that it is dangerous to place persons, especially sick persons, free from contagious disease, in a room or building with persons affected with such a disease.

It exhibits an utter disregard of human life, to place the free and the infected in the same Ward. If death ensues, the act would seem to be nearly akin to murder. And to place such persons in the same building, although in different Wards, and separated as well as possible, is an act of great risk and one which can never be voluntarily run.

From necessity, the Hospital authorities have been at times compelled to do so. In such cases, however, the infected patients have been confined to an upper floor, closed in and isolated from the lower Wards, but notwithstanding all precautions, the disease has got beyond the protected limits.

The only security in such cases, is to exclude the patients altogether from the same building and neighbourhood in which the other patients are placed.

That precaution has been taken at the present time, as before stated, by getting into condition the House of Refuge and the Gaol Farm. The accommodation of that building is not sufficiently adequate for the purpose. There may be room for twenty-five beds; in this City there should be provision for at least fifty beds. Again, the House of Refuge must be more than three miles from the City Hall, a distance too great and inconvenient for practical and prompt attention in emergencies.

The Provincial Inspector of Hospitals has very pointedly and it is sincerely hoped effectually, called attention to this very serious matter.

FIFTHLY.—The reparation and improvement of the Hospital. The Trustees have had one estimate made of the expense for taking up the basement floor of the building, laying the whole of the damp sandy foundation with water lime, and re-laying the floor, and at the same time improving the drainage, all of which is very urgently demanded, and the sum required for the purpose will be $4,000.

SIXTHLY.—The heating of the Hospital; upon this part of the petition the Trustees cannot do better than adopt the very satisfactory and judicious report of the Provincial Inspector. In speaking of the Hospital, he says: "The Wards are warmed by stoves, while the corridors are without any means of heating at all, in consequence of which the warmth is very uneven in the dormitories, and quite insufficient in other parts of the building."

"There appears to be great necessity for the introduction of steam heating arrangements into the Hospital, where evenness of temperature is so important a matter." The Trustees may add that it is believed the recommendation has the advantage of being economical as well as beneficial, and that in the course of three or four years the outlay will be very nearly redeemed. The probable expense of such an arrangement will be about $2,500, which the Trustees pray may be allowed to carry out the suggestion of the Inspector.

The Trustees earnestly beg to call the special attention of Your Excellency to these important matters, and to state that they do not ask anything whatever to be done for

the Toronto Hospital which should not be equally done for the other Hospitals of the Province, according to their several requirements.

The total sum granted to Hospitals is only about $30,000, a sum, on the face of it, very small for so large an area, and so large a population as Ontario.

There are no charities so urgently needed, and none are so cheaply supported; for the best medical talent of the various sections where they are placed, is given to them, kindly, zealously, and without charge.

The good they do, may be estimated by the cures which they effect, but the evils they prevent by the stoppage and eradication of disease, which would otherwise spread, though known to be of immense value, can never be estimated.

And your petitioners as in duty bound will ever pray.

(Signed), J. N. BRENT,
Secretary.

HOSPITAL OFFICE,
January 24th, 1872.

(SEAL.)

(COPY.)

APPENDIX A.

In November 1848, the present Secretary made a Report. The Trustees at that time were Dr. Widmer, Chairman; Dr. O'Brien, Rev. H. Grassett, C. Gamble, Esq., G. P. Ridout, Esq., and the Mayor.

A statement of Receipts and Expenditure was prepared from May 1st, 1819, to November 1st, 1848. The Receipts had been £12,658 9s. 9d.; of this the sum of £13,635 5s. 7d. have been received on account of sales of land; on this amount a sum of £1,583 7s. 4d. was paid as commission on collections. In addition to the above mentioned receipts had been Provincial Grants £5,725, King's College £1,237 10s. and Donations £5,106 2s. 5d. making a total of £12,069 12s. 5d., which sum was for the most part invested in the erection of the old Hospital buildings. The capacity at this time was equal to the accommodation of 80 patients, but the available means were but equal to the providing for 30. The estimated cost at this time was £1,822 for 80 patients, while the amount of available income was but £1,070 15s. 0d. and that by no means from a reliable source. There was at this period due as interest on sales, the sum of £2,202 9 9
And on principal 7,176 9 3

Making together £9,378 19 0

It was represented that the Board could not safely undertake to receive an indefinite number of patients, unless the Government provided the means.

The lots on the old Hospital block were offered on lease in 1853, and but eight were leased; it was presumed that the remaining lots, owing to the enhanced value caused by the erection of such houses as it was determined must be erected, would raise the rental to at least £800 per annum. In 1855 the Government found it necessary to procure the old Hospital for public offices, and the Trustees unwilling to throw any obstacles in the way, entered into an agreement with the Provincial Government, stipulating that the Hospital Trust should be exempt from loss; unfortunately it proved far otherwise, for not being able to give possession of the lots leased, the lessees relinquished their leases; the result was a heavy loss to the Institution. In order to the erection of the present Hospital, means were raised by the sale of Bank stock and the issue of Debentures, but the amount thus produced did not reach more than the sum of £19,438 2s. 6d. the difference between which, and the cost of the building, added to the interest payable on Debentures, upward of £7,000, had to be paid out of the ordinary resources of the Institution. A statement of affairs being called for, it was found that in order to meet existing liabilities, there must be a limit to the number of patients admitted. In limiting the number admitted, reference was had to the Debentures maturing as well as to the accruing interest on those issued. It was believed that the expenses of the Toronto General

Hospital would compare favorably with other Institutions, both here and abroad; the average cost of each patient for diet, medicines and general expenses, was estimated at 16s. 4d. per week, while in the United States the Massachusetts and Albany Hospitals, as gathered from their reports shewed an expenditure of 28s. 7d. and 28s. 4d. per week. It will thus be seen that much had been done to retrieve the affairs of the Hospital. In 1864 the Secretary prepared a statement of Expenditure from 1850 to 1863, inclusive; it was shown that the cost was as follows: food, medicines, wine, &c., 33 cents; interest on Debentures, Insurance, &c., 14 cents, total 47 cents. In October 1864, the following resolution was passed: "That in consequence of the Grant to the Hospital having been diminished to the extent of $2,800 in the year 1863, the Trustees find themselves unable to meet the usual demands on the Institution, this is particularly felt as regards the supply of beds and bedding, so indispensable to the proper care and comfort of patients." In 1866 an appeal was made to the public for and in providing necessary bedding, &c., and a large sum was collected for the purpose.

(Signed),

J. N. BRENT,
Secretary.

APPENDIX B.

The Hospital building has cost up to this date the sum of $95,805.54.

The amount realized by the issue of Debentures, $64,000, was.....	$60,698 00
And this together with sales of Bank Stock.....	15,054 00
Formed a total sum of.....	$75,752 00
The balance of cost, say.....	$20,053 54

and the yearly interest on the Debentures have been paid out of the resources of the Institution.

All outstanding Debentures are now liable to 8 per cent. interest, and this has nearly amounted to the annual income derived from rents and interest. Leases on fallows out, and unleased lands, will add somewhat to our income.

(Signed)

J. N. BRENT,
Secretary.

Return to an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying that His Excellency will cause to be laid before the House a Return of the number of Statutes issued, the names of those to whom issued, a detailed account of the money received and money now due in connection with the sale of Statutes from January 1868, to January, 1872.—(*Not printed.*)

Return to an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying that His Excellency will cause to be laid before the House, a list of all Justices of the peace duly qualified and acting, or entitled to act as such within the Province of *Ontario.*—(*Not Printed.*)

RETURN

To an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying that he will cause to be laid before the House a Return showing the names of all the Employees of the several Government offices; also, of this House; the date of their employment, whether permanent or temporary; also, the salary or fees paid each of such employees.

By Command,

PETER GOW,
Secretary.

Provincial Secretary's Office,
Toronto, 22nd February, 1872.

Employees in the Lieutenant-Governor's Office, Ontario.

Names.	Designation.	When Appointed.	Temporary or Permanent.	Salary.
				$ cts.
Edwin G. Curtis	Private Secretary		Permanent	800 00
Vacant	Official Secretary			1,000 00
George Hillier	Messenger		Permanent	400 00

Employees in the Provincial Secretary's Department.

Names.	Designation.	When Appointed.	Temporary or Permanent.	Salary.
				$ cts.
Thomas C. Patteson	Assistant Secretary and Deputy Registrar	1st October, 1867	Resigned, 5th February, 1872	2,000 00
I. Roberts Eckart	Chief Clerk	do	Permanent	900 00
John F. C. Usher	Chief Clerk (Registrar Branch)	1st December, 1868	do	900 00
Henry Alley	Clerk	14th November, 1867	do	500 00
George Hobbs	Clerk	1st February, 1870	do	500 00
John A. W. Innes	Clerk	15th October, 1867	do	400 00
Arthur Burtchall	Messenger	22nd December, 1867	do	365 00
Frank Jones	Sessional Writer	31st January, 1872	Temporary	1 50 per day
William Steward	do	do	do	1 50 do
Wellington Jeffers	do	3rd February do	do	1 50 do
	Registrar-General's Department.			
Hugh S. Crewe	Chief Clerk	5th June, 1869	Permanent	730 00
Charles Heron	Clerk	24th October, 1871	do	650 00
Frederick Warwick	do	30th do	Temporary	1 50 per day
A. F. Deacon	do	27th do	do	1 50 do
James McGill Ridley	do	27th do	do	1 50 do
Donald C. A. DeF Hoste	do	27th do	do	1 50 do
Robert Francis Smyth	do	27th do	do	1 50 do

(Signed) I. R. ECKART,
Chief Clerk.

Provincial Secretary's Office,
21st February, 1872.

Employees in Treasury Department.

Names.	Designation.	When appointed.	Temporary or Permanent.	Salary.
				$ cts.
George Matthews	Chief Clerk	1st October, 1867	Permanent	1,200 00
W. R. Harris	Accountant	29th July, 1869	do	1,600 00
Jas. Ross	Stamp and License Clerk	24th October, 1870	do	1,200 00
C. H. Sproule	Bookkeeper	1st December, 1867	do	900 00
R. M. Willson	Clerk Correspondence	3rd September, 1869	do	700 00
P. Leinzer	Messenger	29th August, 1870	do	365 00
H. Totten	Extra Clerk	23rd August, 1871	Temporary	2 50 per day

(Signed) GEO. MATTHEWS.

Treasury Department,
February 12th, 1872.

3

Employees in Auditor's Office.

Names.	Designation.	When Appointed.	Temporary or Permanent.	Salary.
				$ cts.
Hon. Wm. Cayley	Auditor	14th July, 1869	Permanent	2,000 00
W. P. Nursey	Clerk	29th December, 1869	do	730 00

Employees in the Office of the Inspector of Asylums, &c.

Names.	Designation.	When Appointed.	Temporary or Permanent.	Salary.
				$ cts.
J. W. Langmuir	Inspector	20th June, 1868	Permanent	2,400 00
W. P. Band	Clerk	1st March, 1871	do	400 00

Return of the Names of the Employees of the House of Assembly.

Names.	Designation.	When Appointed.	Temporary or Permanent.	Salary.
				$ cts.
Charles T. Gillmor	Clerk of the House	27th December, 1867	Permanent	1,400 00
John Notman	Accountant and Clerk of Printing	16th December, 1867	do	200 00
James J. Vance	Clerk Assistant and Clerk of Private Bills	27th December, 1867	do	1,200 00
A. H. Sydere	Clerk of Routine and Records	1st January, 1868	do	700 00
F. J. Glackmeyer	Sergeant-at-Arms	27th December, 1867	do	400 00
S. J. Vankoughnet	Clerk of the Crown in Chancery	1st January, 1868	do	400 00
Alexander Leith	Law Clerk	1st August, 1869	do	1,000 00
Thomas Phillips	Housekeeper	1st November, 1867	do	500 00
William Bristow	Extra Clerk in Post Office	1st January, 1869	Temporary	4 00 per diem.
Thomas Gobert	do do	7th December, 1870	do	2 00 do
Frederick Gobert	do do	20th January, 1871	do	1 00 do
R. A. Kent	do Private Bill Office	1st January, 1868	do	3 00 do
E. C. Thompson	do do do	20th January, 1871	do	2 00 do
John Hetherington	do do do	29th January, 1872	do	2 00 do
John Henning	do do do	30th January, 1872	do	2 00 do
William Skynner	in Chancery Office	7th December, 1871	do	2 00 do
C. D. Falloon	do do do	do do	do	2 00 do
F. J. Joseph	do in Law	1st August, 1869	do	2 00 do
Christopher Robinson	do do	26th January, 1872	do	2 00 do
A. M. Fraser	in Routine Office	7th December, 1870	do	2 00 do
J. M. Delamere	do Clerk's Office	do do	do	2 00 do
Robert Leatch	do Stationery Office	1st January, 1868	do	1 25 do
John McDonell	do Library	27th December, 1867	do	1 25 do
Daniel Byrne	Messenger	1st March, 1868	Permanent	1 00 do
John Bowman	do	1st January, 1868	do	1 00 do

William Johnson	do	1st do do	do	1 00	do
James Wells	Night Watchman	1st September, 1869	do	1 00	do
C. A. Macdonald	Fireman	22nd December, 1867	do	1 00	do
Dennis Kennan	do	8th January, 1868	Temporary	1 25	do
James Foley	do	1st December, 1871	do	1 25	do
John Murphy	do	24th do 1871	do	1 25	do
Patrick Walsh	Messenger	1st January, 1868	do	1 25	do
Charles McLennan	do	1st do	do	1 25	do
Henry Thompson	do	1st do	do	1 25	do
Robert Armour	do	1st do	do	1 25	do
William Kennedy	do	7th December, 1870	do	1 25	do
Francis Clarke	do	do do	do	1 25	do
Thomas Herrington	do	do do	do	1 25	do
William Fahey	do	12th do 1871	do	1 25	do
Hamilton Lyons	do	do do do	do	1 25	do
John Gill	do	do do do	do	1 25	do
J. J. Kelly	do	do do do	do	1 25	do
William Matthews	do	do do do	do	1 25	do
William Borroughs	do	do do do	do	1 25	do
James Hanhalan	do	31st January, 1872	do	1 25	do
F. C. O. Reilly	Page	1st January, 1868	do	75	do
W. A. Atten	do	22nd do 1872	do	75	do
William Wells	do	7th do 1871	do	75	do
Allan McLean	do	do do 1871	do	75	do
W. H. Thompson	do	do do 1871	do	75	do
Kate Phillips	Duster	1st November, 1867	Permanent	50	do
Mary Kannan	do	7th December, 1871	Temporary	50	do
Jane Birchall	do	7th do 1870	do	50	do
Mary Birchall	do	do do do	do	50	do
Susan McNulty	do	6th do do	do	50	do

14th February, 1872.

(Signed) CHARLES T. GILLMOR,

Clerk Legislative Assembly.

Statement of the Employees of the Education Department.

Names.	Designation.	When Appointed.	Temporary or Permanent.	Salary.
				$ cts.
Education Office.				
Rev. Egerton Ryerson, D.D., LL.D.	Chief Superintendent of Education	1844	Permanent	4,000 00
John George Hodgins, LL.D., Barrister-at-Law	Deputy Superintendent and Editor of Journal of Education	1844	do	2,200 00 (Deputy) 400 00 (Editor)
Alexander Marling, LL.B	Chief Clerk and Accountant	1854	do	1,600 00
Francis Joseph Taylor	Clerk of Statistics	1856	do	1,200 00
John T. R. Stinson	Clerk of Records	1859	do	1,000 00
William H. Atkinson	Clerk of Correspondence	1863	do	900 00
Robert P. Manners	Assistant Clerk of Correspondence	1870	do	500 00
D'Arcy B. Heath	General Assistant Clerk	1869	do	200 00
Vacant	Junior Clerk			
James Moore	Messenger, and cleaning, with residence	1858	do	365 / 48 — 413 00
Depository.				
Samuel P. May, M.D.	Clerk of Libraries	1853	do	1,200 00
Henry M. Wilkinson	Depository Cashier, and Assistant Clerk of Libraries	1866	do	600 00
George Barber	Despatch Clerk	1868	do	400 00
C. W. D. Butler	Clerk of Sales	1870	do	320 00
Robert J. Bryce	Assistant in Depository	1868	do	160 00
Samuel A. May	Packing Room Assistant	1871	do	125 00
Vacant	Junior Clerk			
Arthur Ditchburne	Packer and Messenger	1871	do	320 00
William Lemon	Labourer	1868	do	280 00

Education Office,
10th February, 1872.

RETURN

To an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying that he will cause to be laid, before the House, a Return, in respect to cases under the Act 32 and 33 Vict., cap. 35, for the more speedy trial of felonies and misdemeanours, from the several Counties in Ontario for the year 1871.

By Command,

PETER GOW,

Secretary,

Provincial Secretary's Office,
Toronto, 22nd February, 1872.

RETURN in respect to Cases under the Act 32 and 33 Vic., cap. 35, for the more speedy trial of felonies and misdemeanours, from the several Counties in Ontario for the year 1871, showing in tabular form the following, viz.:—

COUNTY.	The number of Prisoners brought before the County Judge, under the second section of the Act.	The number of Prisoners consenting to be tried by the Judge without a Jury.	The nature of the offences in cases tried by the Judge without a Jury.	The number of convictions in cases so tried by the Judge.	The number of Prisoners demanding a trial by Jury.	The nature of the offences in cases where Prisoners demanded to be tried by Jury.	The number of convictions before the ordinary courts in cases where the Prisoner demanded to be tried by a Jury.
Brant	39	35	Larceny ..... 18 Receiving stolen property 1 False pretences ..... 2 Housebreaking ..... 4 Aggravated assault ..... 8 Keeping house of ill fame 2	23	4	Larceny ..... 3 Shooting 1	3
Bruce	5	1	Assault 1	1	1	Assault 1	1
Carleton	33	28	Larceny ..... Felonious wounding..... Burglary ..... Receiving stolen goods ..... Bigamy ..... False pretences ..... Fraud under Insolvent Act	22	5	Larceny ..... Felonious wounding..... False pretences ..... Fraud under Insolvent Act	3
Elgin	23	15	Larceny ..... 11 Assault ..... 2 Arson ..... 1 Trespass 1	15	8	False pretences ..... 2 Larceny ..... 2 Arson ..... 1 Escaped from Jail..... 1 Destroying trees 1	2
Essex	25	22	Larceny ..... 4 Assault ..... 6 Stealing ..... 5 Housebreaking ..... 1 Horse stealing ..... 3 Killing sheep ..... 1 Setting fire to hay..... 1	18	3	Assault ..... 2 Setting fire to hay 1	3
Frontenac	35	23	Larceny ..... 15 Burglary ..... 3 Housebreaking ..... 1 Robbery ..... 1 Assault with intent to rob 1	19	12	Larceny ..... 6 Burglary ..... 1 Keeping a bawdy house ... 1 Sheepstealing ..... 2 Killing a horse 1	6

Grey	6	6	Inmate of bawdy house ... 1 Horse stealing ... 1 Indecent assault ... 1 Arson ... 1 Obtaining money by false pretences ... 1 do ... 1 Larceny ... 1 Stabbing ... 1	5	1	Shooting with intent ... 1		
Haldimand	15	15	Housebreaking and theft 3 False pretences ... 3 Horse stealing ... 1 Assault ... 4 Larceny ... 4	12		Admitted to bail ... Sent to Court of Sessions, acquitted on ground of insanity ...		
Halton	17	17	Larceny ... 15 Assault ... 1 Stealing trees ... 1	16				
Hastings	12	8	Indecent assault ... 1 Arson ... 1 Robbery ... 1 Larceny ... 5	5	3	Breaking into car G. T. Railway with intent to steal 1 Attempting to drown an infant ... 1 Larceny ... 1	4	
Huron	16	16	Assault ... 4 Larceny ... 12	9				
Kent	20	15	Burglary ... 1 Obtaining money by false pretences ... 2 Grievous bodily harm ... 2 Receiving stolen goods ... 3 Horse stealing ... 1 Larceny ... 5 Breaking jail ... 1	14	5	Burglaries ... 6 Larceny ... 3 Receiving stolen goods ... 2	8	
Lambton	26	25	Felony ... 16 Assault ... 9	19	1	Assault ...	1	
Lanark	2	1	Larceny ...	1				
Leeds and Grenville	19	15	Larceny ... 13 Shooting with intent ... 2 Obtaining money by false pretences ... 2 Grievous bodily harm ... 2 Receiving stolen goods ... 3 Horse stealing ... 1 Larceny ... 5 Breaking jail ... 1	12	4	Larceny ... 3 Assault ... 1 Larceny ... 3 Receiving stolen goods ... 2	2	
Lennox and Addington	17	12	Larceny ... 13 Receiving ... 2 Assault ... 1	8	5	Larceny ... Unlawful possession of implements of house breaking by night ...	3	

RETURN, in respect to Cases under the Act 32 and 33 Vic., cap. 35—*Continued.*

COUNTY.	The number of Prisoners brought before the County Judge under the second section of the Act.	The number of Prisoners consenting to be tried by the Judge without a Jury.	The nature of the offences in cases tried by the Judge without a Jury.	The number of convictions in cases so tried by the Judge.	The number of Prisoners demanding a trial by Jury.	The nature of the offences in cases where Prisoners demanded to be tried by a Jury.	The number of convictions before the ordinary courts in cases where the Prisoner demanded to be tried by a Jury.
			Unlawful possession of implements of house breaking..... ..... . 1 Shooting with intent to do grievous bodily harm ... 1				
Lincoln.....	16	all.	Larceny .....13 Felonious assault 2	9			
Middlesex	89	49	Assault .... 9 Larceny .....30 Embezzlement ..... 1 Rescue ..... 1 Horse stealing ..... 1 False pretence ..... 1 Obstructing railway..... 2 Damaging railway property 1 Receiving stolen property 3	33	40	Assault .... 7 Larceny ..... 6 Horse stealing..... 1 False pretences ..... 1 Robbery ..... 3 Burglary ..... 3 Felonious wounding.....19	17
Norfolk.....	37	26	False pretences ..... 2 Larceny .....16 Stealing cattle ..... 4 Assault .... 1 Arson ... . 1 Shop breaking and stealing 1 Uttering counterfeit coin.. 1	22	11	Riot and assault .... 1 Setting fire to forest..... 1 Attempt to commit suicide 1 Larceny ..... 2 Stealing cattle 2	3
Northumberland and Durham	26	21	Larceny .....17 Shooting ..... 1 Stabbing ..... 1 Horse stealing..... 1 Wounding 1	15	5	Larceny .... 4 Horse stealing 1	2
Ontario.....	33	33	Larceny .....25 House breaking ..... 4 Assault ..... 3 Breaking jail 1	32			
Oxford	18	12	Larceny ..... 9 Arson 2	9	6	All Larceny	4

Peel	18	16	Obtaining goods under false pretences 1 Larceny 14 Assault Assault with intent Vagrancy Arson	14	2	Forgery Assault with intent	1	
Perth	30	30	Larceny 23 Obtaining goods under false pretences 1 Robbery 1 False pretences 2 Assault 1 Concealing birth 1 Refusing to provide for wife and children 1 Horse stealing 3 Receiving stolen goods 1 Felony by sending threatening letters 2	23				
Peterboro'	13	13	Larceny 12 Assault with intent to rape 1	11				
Prescott and Russell	3	3	Horse stealing 1 Assault 2 Maiming horses 2	3				
Prince Edward								
Renfrew	18	18	Larceny 1 Felonies 4 Misdemeanors 13	17				
Simcoe	42	37	Larceny 30 Horse stealing 1 Fraud 1 Felonious Assault 2 Highway Robbery 1 Burglary 1 Common Assault 1	29	5	Larceny 2 Arson 1 Felonious assault 1 Manslaughter 1	2	
Stormont, Dundas and Glengarry	5	5	Larceny 2 House breaking 2 Assault and battery 1	5				
Victoria	25	22	Larceny 17 Robbery 1 Receiving stolen goods 1 Malicious injury to property 1 Assault with intent to commit felony 1 Assault 1	16	3	Larceny 1	1	
Waterloo	32	28	Assault 1 Larceny 27	27	4	Having in possession counterfeit money 2 Importing do 1 Uttering do 1	4	

RETURN, in respect to Cases under the Act 32 and 33 Vic., cap. 35—*Continued.*

COUNTY.	The number of Prisoners brought before the County Judge under the second section of the Act.	The number of Prisoners consenting to be tried by the Judge without a Jury.	The nature of the offences in cases tried by the Judge without a Jury.	The number of convictions in cases so tried by the Judge.	The number of Prisoners demanding a trial by Jury.	The nature of the offences in cases where Prisoners demanded to be tried by Jury.	The number of convictions before the ordinary Courts in cases where the prisoner demanded to be tried by a Jury.
Welland	19	19	Larceny ... .10 Malicious injury to railway car..... ..... 3 Felonious assault .... 1 Assaulting ..... 1 Robbery ..... 2 Embezzlement of uniform 1 Felonious shooting 1	12	.....	No trial by Jury demanded	.....
Wellington	....	24	Assault with intent ..... 1 False pretences .... 1 Larceny ..... 1 Conspiracy to raise wages 1 Embezzlement .... 1 Attempted arson ..... 1 Burglary ..... 1 Sheep stealing 1	24	2	Horse stealing	2
Wentworth	79	60	All offences, except capital and perjury and forgery...	30	19	Same as before	5
York	99	56	Burglary .. .. 4 House breaking..... 2 Unlawful Wounding ..... 1 Malicious injury ..... 1 Threatened to stab..... 1 Larceny ....40 False pretences .... 2 Assault ..... 3 Deserting children ..... 1 Assaulting police..... 1	44	43	Housebreaking ..... 2 Embezzlement ..... 4 Robbery ..... 1 Felonious Wounding ..... 5 Malicious Injury ..... 1 Soliciting Felony .... 1 Cssaulting police ..... 1 Larceny ....25 Assault 3	21

I. R. ECKART,
Chief Clerk.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 22nd February, 1872.

RETURN

To an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, a copy of the Order in Council of the fourth of October last, under which certain Timber Berths in the Free Grant District were sold or offered for sale, together with a Return giving the names of the purchasers; the amount paid by way of bonus on each berth or limit respectively; the dues reserved to be paid on said Timber under the license granted or to be granted; the term for which said license is to remain in force, and the conditions therein (if any) respecting the settlement under the Free Grant Act of the land embraced in said Timber Berths; also, copy of any report, statement or information in the possession of the Crown Lands Department, showing the quality, and probable quantity of pine timber and average per centage of land fit for settlement in each berth.

By Command,

PETER GOW,
Secretary.

Provincial Secretary's Office,
Toronto, 29th Feby. 1872.

Department of Crown Lands,
Toronto, 16th April, 1869.

NOTICE IS HEREBY GIVEN, that the Crown Timber Regulations established or sanctioned by Order in Council, dated 12th June, 1866, and which are published in the *Canada Gazette* of 23rd June, 1866, have been superseded, and that the following Regulations have been sanctioned and established, under chapter 23 of the Consolidated Statutes of Canada, by His Excellency the Lieutenant Governor in Council, by order bearing date this day, to be in force on and from this date; and that by the said Order. Timber Licenses and renewals thereof, are from and after this date to be granted, subject to the said regulations, and the conditions and restrictions therein set forth, in addition to the requirements of the said Statute.

S. RICHARDS,
Commissioner of Crown Lands.

CROWN TIMBER REGULATIONS.

Established under Chapter 23 of the Consolidated Statutes of Canada, by order of His Excellency the Lieutenant-Governor in Council, dated 16th April, 1869.

1st. The Commissioner of Crown Lands may, at his discretion, cause the limit lines of any timber berths under license, which have not been already surveyed, to be properly surveyed and run, the costs of such survey to be paid by the holder of the license, and where

two or more licensees are interested in the survey, the Commissioner shall determine what portion of the costs of the survey shall be paid by each, and such costs of survey shall be a charge upon the timber berth, to be paid with the ground rent before renewal of the license.

2nd. The Commissioner of Crown Lands, before granting any licenses for new timber berths in the unsurveyed territory, shall, as far as practicable, cause the section of country where it is intended to allot such berths, to be run out into townships, and each township when so surveyed, shall constitute a timber berth, but the Commissioner of Crown Lands may cause such townships to be subdivided into as many timber berths as he may think proper.

3rd. The berths or limits when so surveyed and set off, and all new berths or limits in surveyed territory, shall be explored and valued, and then offered for sale by public auction at the upset price fixed by such valuation, at such time and place, and on such conditi ns, and by such officer, as the Commissioner of Crown Lands shall direct by public notice for that purpose, and shall be sold to the highest bidder for cash at the time of sale.

4th. All forfeited timber berths may be offered for sale on the second Tuesday in August in each year, by public auction, at such upset price, and at such place as the Commissioner of Crown Lands may fix and appoint by public notice, or at such other rate as he may fix by such notice, and shall be awarded to the highest bidder, making payment at the time of sale, but should the said timber berth not be then sold, the same may be granted to any applicant willing to pay the said upset price and ground rent, or on such other terms as the Commissioner of Crown Lands may direct.

5th. License holders who shall have complied with all existing regulations, shall be entitled to have their licenses renewed on application to the Commissioner of Crown Lands, or to such local agent as he may appoint for that purpose.

6th. The Commissioner of Crown Lands shall keep a register of all licenses granted or renewed, and of all transfers of such licenses; and a copy of such register, with a plan of the licensed limits, shall be kept by the Crown timber agent of the locality, and open to public inspection.

7th. All transfers of timber berths shall be made in writing, but shall be subject to the approval of the Commissioner of Crown Lands, to whom they shall be transmitted for approval or rejection, and they shall be valid only from the time of such approval to be expressed in writing.

8th. Timber berths are to be described in new licenses as "not to interfere with prior licenses, existing or to be renewed in virtue of regulations." When the description of any berth or boundary, as given by any license clashes with the description of any other licensed berth or territory, the license of more recent origin (tracing back only to the time when such license or any previous license, of which it is a renewal, was first granted), shall give way, and the Commissioner may amend or cancel such license wholly or in part, and substitute another in place thereof, so as to correct the description of the berth or limit intended to be licensed; and in all cases where any license has issued in error or mistake, or is found to be inconsistent with any other license, or inconsistent or incompatible with the regulations under which it was granted, the Commissioner of Crown Lands may cause it to be cancelled or amended, or he may refer all matters in dispute with reference to the boundaries and position of timber limits to arbitration, each of the contending parties to choose one arbitrator and the Commissioner of Crown Lands shall appoint an umpire, naming a day on or before which the award of such arbitrators or of such umpire shall be made and delivered to the parties, and such award shall be binding on them.

9th. Timber cut on limits for which license has been suspended or held in abeyance, shall be considered as having been cut without authority, and treated accordingly.

10th. Occupants, locatees, or purchasers of public lands, who have not completed all the conditions of sale or location, shall not, unless under Settler's license, or for clearing, fencing or building purposes on the said land, be permitted to cut timber or logs thereon, or to dispose of it to others. Persons found doing so shall be subject to the penalties established by law for cutting timber on the public lands without authority.

11th. All timber licenses are to expire on the 30th April next, after the date thereof, and all renewals are to be applied for and issued before the 1st July following the expiration of the last preceding license, in default whereof the right to renewal shall cease and the berth or berths shall be treated as forfeited.

12th. No renewal of any license shall be granted unless or until the ground rent, and all costs of survey, and all dues to the Crown on timber, saw-logs or other lumber cut under and by virtue of any license, other than the last preceding shall have been first paid.

13th. All timber berths or limits shall be subject to an annual ground rent of $2 per square mile, payable in advance before the issuing of any original license or renewal.

14th. All timber, saw-logs, wood or other lumber, cut under any license now in force, or under any license which may be hereafter granted, shall be subject to the payment of the following Crown dues, that is to say:

	$	c.
Black walnut and oak, per cubic foot	0	3
Elm, ash, tamarac and maple, per cubic foot	0	2
Red and white pine, birch, basswood, cedar, buttonwood and cottonwood, and all boom timber, per cubic foot	0	1¼
All other woods	0	1
Red and white pine, basswood, buttonwood and cottonwood saw-logs, per standard of 200 feet board measure	0	15
Walnut, oak and maple saw-logs, per standard of 200 feet board measure	0	25
Hemlock, spruce and other woods, per standard of 200 feet board measure	0	10
All unmeasured cull saw-logs to be taken at the average of the lot, and to be charged for at same rate.		
Staves, pipe, per mille	$7	0
do. West India, per mille	2	25
Cordwood (hard) per cord	0	20
do. (soft) do.	0	12½
Hemlock, tan bark, do.	0	30
Railway timber, knees, &c., to be charged 15 per cent. *ad valorem.*		

15th. The duties on timber shall be charged upon the quantities shown by the specification of measurement at the office of the Supervisor of Cullers at Quebec, or that of the Deputy Supervisor of Cullers at Sorel or Montreal, or by other reliable measurement, but where such actual measurement cannot be obtained, each stick of white pine timber shall be estimated as containing 70 cubic feet, red pine as containing 38 cubic feet, oak 50 feet, and elm 45 feet, and all other wood as containing 34 cubic feet.

16th. All licensees or occupants of timber berths shall furnish through themselves. their agents, cullers and foremen, to such agent or agents as the Commissioner of Crown Lands may appoint for that purpose, and at such time and place as such agent or agents, may require, satisfactory proof upon oath as to the exact locality where all the timber, saw-logs and other lumber in his or their possession were cut, giving the number of pieces and description of timber, saw-logs and other lumber cut by themselves and others to their knowledge upon each of the timber berths held or occupied by him or them respectively, designating what quantity, if any, had been cut on settler's lands, giving the names of such settlers, the name of the Township and the number of each lot and concession, exhibiting at the same time for the inspection of such agent or agents, the books of count and measurement of such timber, saw-logs and other lumber under his or their control respectively; and shall, moreover, furnish such agent or agents all required information and facilities to enable him or them to arrive at a satisfactory determination as to the quantity and description of timber, saw-logs and other lumber made by him or them, or held in his or their possession respectively, on which Government dues are chargeable; and in the event of such agent or agents deeming it expedient to cause such timber, saw-logs and other lumber to be counted or measured, the said licensee or occupier of such timber berth, and his or their agents, cullers and foremen, shall aid and assist in such count or measurement, but should such licensee or occupier, or his or their agents, fail to comply with these conditions, such licensee shall forfeit all right to a renewal of his license, and the berth or limit shall become vacant. And to enable persons who sell their timber under settlers' license to obtain their refund of dues, and timber cut on patented lands to pass duty free, it will be necessary for the parties interested to prove, on oath taken before such agent or agents, and to his or their satisfaction, the number of pieces and description of timber and saw-logs cut on each lot respectively. And in the event of such proof being deemed unsatisfactory, the said agent

or agents may determine the same by causing a strict count of the stumps to be made, and then certifying according to such count.

17th. The Commissioner of Crown Lands, or any authorized agent, shall at all times have free access to and be permitted to examine the books and memoranda kept by any licensee showing the quantity of lumber in board measure sawn by him from logs cut on his timber berth or berths, and failing to produce such books and memoranda when required so to do, will subject such licensee to a forfeiture of his right to a renewal of his license.

18th. When any license-holder is in default for, or has evaded the payment of dues to the Crown on any part of his timber or saw-logs, such dues may be levied on any other timber or saw-logs belonging to such defaulter, cut under license, together with the dues thereon.

19th. Before moving any raft or parcel of timber, lumber or saw-logs from the agency in which it has been cut, the owner or person in charge thereof, shall report the same to the Crown timber agent, making, if required, declaration upon oath, as to where the said timber was cut, the number of pieces and description of each kind of wood contained in such raft or parcel of timber, and the number of cribs, stating at the same time the number and description of pieces cut on private lands, also, on lands under settlers' license, giving the names of the owners or licensees of such land, with the name of the township, and number of each lot and concession, and should such Crown timber agent not be satisfied with the correctness of such report, he shall cause a strict count to be made of the timber in such raft; and on being satisfied of the correctness of such report or count, the said Crown timber agent may grant a clearance, in due form, for such raft, stating the number of pieces and description of timber contained therein, distinguishing the timber cut on private lands and under settlers' license, from that cut on the Crown Domain.

20th. The owner or holder of any such raft or parcel of timber shall, within twenty-four hours after the same shall have arrived at its destination at Quebec, Sorel, Montreal or other port of sale or shipment, report the arrival of such raft to the collector of Crown timber dues, or if at Sorel or Montreal to the Deputy Supervisor of Cullers, and should the said raft be found by the specification of measurement to contain a greater number of pieces of timber than is noted in the clearance the surplus number of pieces, if not satisfactorily explained, shall be held as having been cut on Crown Lands without authority, and subject to payment of dues accordingly

21st. Parties omitting to obtain their clearance at such agency, or omitting to report the arrival of such raft at its destination as above mentioned, may be refused further license, and may be subject to forfeiture of the timber for evasion of regulations, as provided in Cap. 23 of the Consolidated Statutes of Canada.

22nd. Persons evading or refusing the payment of timber dues, or the final settlement of bonds or promissory notes for the payment of such dues, or in default with the Crown Timber Office or agent; also, persons taking forcible possession of disputed ground before obtaining decision in their favour, and persons refusing to comply with the decision of arbitrators or of the umpire, as provided by the 8th section of these Regulations, or with the Regulations established by Order in Council, or who forcibly interrupt surveyors in the discharge of their duty, shall be refused further licenses, and their berths shall be forfeited at the expiration of the then existing license.

23rd. Dues of all kinds on timber cut under license remaining unpaid on the 30th November following the season in which it was cut, shall be subject to interest from that date, but without prejudice to the power of the Crown to enforce payment of such outstanding dues at any time the Commissioner of Crown Lands may think proper.

24th. Licenses are to be granted in the annexed form in duplicate, one of which shall be given to the licensee and the other kept on file at the Crown Lands Department.

FORM OF LICENSE.

By Authority of the Consolidated Statutes of Canada, Cap. 23, and Regulations dated the 16th April, 1869, and for and in consideration of the payments made and to be made to Her Majesty:

I DO HEREBY GIVE UNTO
and unto Agents and Workmen full power and License to cut

upon the Location described on the back hereof, by
and to hold and occupy the said Location to the exclusion of all others, except as hereinafter mentioned: from to Thirtieth April, 18 , and no longer; with the right of conveying away the said timber through any ungranted or waste lands of the Crown:—

And by virtue of this License, the said Licensee has right by the said Provincial Statute, to all timbers cut by others during the term of this License in trespass on the ground hereby assigned, with full power to seize and recover the same anywhere within this Province.

But this License is subject to the following conditions, viz.:—

That any person or persons may at all times make and use roads upon and travel over the ground hereby licensed, and cut and take therefrom all necessary timber to make floats, traverses, oars and withes for his or their use in rafting their timber or saw-logs the said timber or saw-logs having been cut in the Province of Ontario, and being rafted in the immediate vicinity of the cutting of such rafting stuff, but boom timber shall be charged for by its cubic contents as other timber.

That nothing herein shall prevent any person or persons from taking standing timber of any kind to be used for the making of roads or bridges, or for public works.

And that persons settling under lawful authority or title within the location hereby licensed, shall not in any way be interrupted in clearing and cultivation by the said licensee, or any one acting for or by permission

And further: under condition that the said licensee or representatives shall comply with all regulations that are or may be established by Order in Council, and shall submit all the timber, saw-logs or other lumber cut under this License to be counted or measured, and settle for the duties chargeable thereon, when required by me or any officer thereunto authorized,—otherwise the said timber will be forfeited to the Crown, and the said licensee be subject to such other penalty or penalties as the Act provides.

GIVEN UNDER MY HAND at the
day of in the year of our Lord one thousand eight hundred and , in duplicate.

Ground Rent payable on giving this License.....$.

(Copy.)

Copy of a minute of Council, approved of by His Excellency the Lieut.-Governor, the 4th day of October, 1871.

The Committee of Council have had under consideration the Report of the Honourable the Commissioner of Crown Lands, in connection with timber on unlicensed Lands in Townships open for sale, and location under the "The Free Grants and Homestead Act of 1868," in the Districts of Muskoka and Parry Sound, and dated 26th September, 1871.

The Commissioner under the circumstances set forth in his said Report recommends, that he be authorised to have lists prepared of all Lands remaining unsold and unlocated, on the first of October instant, in the said Townships, and to offer the same for sale as Timber Limits in berths, not to exceed twenty square miles in area, on such a day and place as he may deem advisable.

The sale to be made under the following conditions:—

1st. Each limit at its estimated area to be adjudged to the party bidding the highest amount of bonus. The bonus and first season's ground rent, at the rate of $2 per square mile, to be paid immediately after the limit is adjudged in each case, by depositing the amount to the credit of the Crown Land Department in the Bank of Montreal, and delivering to the officer conducting the sale, the usual Bank draft and certificate of deposit.

2nd. License to issue to the successful competitor, within one month from the day of sale.

3rd. All white or red pine timber or saw logs cut upon the said limits, to be subject to the following special rate of timber dues:—

White and red pine timber per cubic foot..... .... 2½c
White and red pine saw logs per standard of 200 feet broad measure (Scribner's rule)..... .... 30c

All other timber, logs &c., per tariff fixed by the Crown Timber Regulations.

4th. So much of the Crown Timber regulations as may in any manner conflict with this order, to be and are hereby suspended for the purposes of this sale, but such regulations to apply in all other respects to the licenses to be issued, and to be in full force except when inconsistent herewith.

The Commissioner also recommends that he be authorised to give Public Notice, that the Department of Crown Lands will recognize the right of all purchasers or locatees of Free Grant Lands, who shall have so purchased or located any lot in the said Townships, on or before the 30th September, 1871, and who shall on that day have been in the actual occupation of and resident on the lots located, to sell or to dispose of all pine trees standing or being on the lots located or purchased and occupied by them, subject to the payment of the above duties which the Department will collect on all timber and saw logs found to have been cut upon any sold or located lot. The Committee advise that the said recommendation be carried out.

Certified.

(Signed) J. G. Scott.

Toronto, 6th October, 1871.

(Copy)

Copy of a minute of Council, approved of by His Excellency the Lieut.-Governor, the 22nd day of November, 1871.

The Committee of Council have had under consideration the Report of the Honourable Commissioner of Crown Lands, dated the 22nd inst., as follows:—

On reconsidering the Order in Council, passed on the fourth day of October last, authorising the sale of the timber on certain unlocated and unsold lots in the Muskoka and Parry Sound Districts, the Commissioner is of opinion that some reservation ought to be made in the sale of the respective timber berths. He therefore respectfully recommends that the licenses to be issued under the respective sales, to be made by the said order in Council, prohibiting the licenses from cutting any trees under his license, of a less size than thirteen inches in diameter at the butt, and that all pine timber under that size be reserved.

It having been represented that the duty of thirty cents per standard saw log of 200 feet board measure, authorised by the said Order in Council of the 4th October last, to be charged on saw logs, to be cut on lands located to settlers in the Free Grants in the Muskoka and Parry Sound Districts is too high, and will operate against the interests of the settlers, the Commissioner respectfully recommends, that as much of the said Order in Council as relates to the said duty of thirty cents on saw logs cut on lands located as aforesaid be rescinded, and that a duty of fifteen cents per standard on such saw logs be imposed in lieu thereof.

The Committee advise that the above recommendations of the Honourable Commissioner be acted upon.

Certified.

(Signed) J. G. Scott,
C. E. C.

Toronto, 22nd November, 1871.

(Copy.)

Department of Crown Lands,
Woods and Forests Branch,
Toronto, 26th October, 1871.

Sir,—You are required to proceed to the Districts of Muskoka and Parry Sound, and make an examination, so far as practicable, of the Timber Berths described in the accompany-

ing Departmental notice of the 20th inst., with a view of ascertaining their comparative value for timber purposes.

The time for examination is so short, that you will require to confine yourself to making a kind of general inspection of the whole Territory.

You will require to make your report not later than the 21st proximo.

Your obedient servant,

(Signed) Thos. H. Johnson,
Asst. Commissioner.

A. G. Judd, Esq., Toronto.

(Copy.)

Toronto, November 21st, 1871.

Sir,—In compliance with Departmental instructions of the 23rd ultimo, I proceeded to the Districts of Muskoka and Parry Sound, and made as thorough an examination and obtained as much information concerning the Timber Berths, to be sold on the 23rd inst., as the limited time at my disposal would admit of.

Much of the information contained in the following summary was obtained from settlers, hunters, trappers, &c., verified by personal examination, and may be relied upon as correct in its principal features.:—

Township of Muskoka.—Berth No. 1, contains a considerable quantity of pine of fair quality in Concessions 1, 2, 3 and 4. There is scattering pine mixed with hard wood in Concessions 5, 6, 7, 8, 9, 10 and 11. In the 13th and 14th Concessions, there is more pine and of a better quality than in the Concessions last mentioned.

Township of Watt.—Berth No. 1. is not well timbered, but the quality of the pine is good, and is to be found principally in the West side of the Berth.

Berth No. 2, same as Berth No. 1.

Township of Cardwell.—Berth No. 1, contains some scattering pine of fair quality.

Berths Nos. 2 and 3, contains a fair quantity of saw log timber.

Berths Nos. 4 and 5, are not so good as Nos. 2 and 3, are much like No. 1. The whole Township cannot be called a well timbered Township.

Township of Humphrey.—Berth No. 1, contains considerable pine of good quality for both timber and saw logs.

Berth No. 2, is not so good as Berth No. 1, but will afford a good deal of saw log timber.

Berth No. 3, is not very valuable for lumbering purposes, some logs may be got from it. The best timber in the Township is between Lake's Rosseau and Joseph, in Berth No. 1.

Township of Christie.—Berth No. 1, has some pine on the West side, but scattering.

Berth No. 2, is fairly timbered from 5th to 8th Concessions, with pine of good quality.

Berth No. 3, has some good pine, but not as good as No. 2. Timber is large but not in great quantities.

Berth No. 4, nearly as good as No. 2. Timber on East corner.

Township of McKellar.—Is not so well timbered as Christie.

Berth No. 1, has considerable pine on East side and centre, that is of fair quality.

Berth No. 2, about the same as No. 1, only the timber is larger.

Berth No. 3, not so good as No. 1.

Township of Hagerman.—Is timbered about like McKellar.

Berth No. 1, has on the East side considerable pine of fair quality, and good scattering pine on the West.

Berths Nos. 2, 3 and 4, about the same as No. 1. The pine in this Township is of good quality.

Township of Ferguson.—Berths No. 1, has no grove of pine, it being considerably scattered, but of good quality.

Berth No. 2, much like No. 1.

Berth No. 3, is the best in the Township, and contains a fair quantity of good pine.

Berth No. 4, has been injured by fire, but still contains some good pine.

Township of Stisted.—Berths Nos. 1, 2 and 3, are much alike. Pine scattered all over the Township; timber mixed with hard wood, hemlock, &c., but a good many logs can be cut.

Township of Stephenson.—This Township has no groves of pine, but a great deal scattered, mixed with hard wood, but sound and good.

Township of Macaulay.—This Berth has a lot of scattering pine of not very good quality.

Township of Draper.—This is a well timbered Berth, land rough and of little use: pine good.

Township of McLean.—Berth No. 1, has a small quantity, but of fair quality.

Berth No. 2, contains a lot of good pine.

Berth No. 3, has good scattering pine.

Berth No. 4, the same as No. 3, timber not so good.

Township of Brunell.—Berth No. 1, contains a great deal of scattering timber.

Berth No. 2, is well timbered and good.

Township of Chaffey.—Berth No. 1, contains a large quantity of pine.

Berth No. 2, pine scattering but of good quality.

Berth No. 3, has some groves of pine, the principal part is scattering and good.

(Signed) A. G. JUDD.

The Honourable Commissioner of Crown Lands,
Toronto.

RETURN called for by Resolution of the Legislative Assembly 14th February, 1872, of Timber Berths in the Muskoka and Parry Sound Free Grant Districts, sold or offered for sale at public auction 23rd November, 1871, with names of purchasers, amount of Bonuses received on each Berth, &c., &c.

Township.	No. of Berths.	Name of Purchaser.	Area in Square Miles.	Bonus Per Mile.	Amount of Bonus.	Amount of Ground Rent.	Total.	Dues Chargeable Under the License.	Term for which License is to remain in force.	Conditions respecting settlement under the Free Grant Act of the land embraced in said Timber Berths.
				$ c.	$ c.	$ c.	$ c.			
Muskoka	1	Cook Brothers	18	220 00	3960 00	36 00	3996 00	Pine saw logs per standard of 200 feet board measure.....30c. Pine—Square timber per cubic foot.....2½c. All other timber as per tariff in Crown Timber Regulations, Copy herewith.	From the date of the issue of the license till 30th April following and the same for subsequent seasons if renewed.	No conditions respecting settlement of the lands in connection with the license granted.
Watt	1	do.	10	165 00	1650 00	20 00	1670 00			
	2	do.	11	165 00	1815 00	22 00	1837 00			
Cardwell	1	(Withdrawn from sale.)	16			32 00				
	2	(do.)	13			26 00				
	3	Cook Brothers	19	175 00	3325 00	38 00	3363 00			
	4	James Metcalf	10	225 00	2250 00	20 00	2270 00			
	5	Cook Brothers	10	200 00	2000 00	20 00	2020 00			
Humphrey	1	do.	11	465 00	5115 00	22 00	5137 00			
	2	do.	12	375 00	4500 00	24 00	4524 00			
	3	do.	9	210 00	1890 00	18 00	1908 00			
Christie	1	do.	17	210 00	3570 00	34 00	3604 00			
	2	do.	18	135 00	2430 00	36 00	2466 00			
	3	McArthur Brothers	15	265 00	3975 00	30 00	4005 00			
	4	do.	14	360 00	5040 00	28 00	5068 00			
McKellar	1	Cook Brothers	14	330 00	4620 00	28 00	4648 00			
	2	do.	19	315 00	5985 00	38 00	6023 00			
	3	H. B. Rathburn & Son	16	250 00	4000 00	32 00	4032 00			
Hagerman	1	do.	18	175 00	3150 00	36 00	3186 00			
	2	A. G. P. Dodge	19	130 00	2470 00	38 00	2508 00			
	3	D. Switzer & Son	16	115 00	1840 00	32 00	1872 00			
	4	A. G. P. Dodge	15	110 00	1650 00	30 00	1680 00			
Fergusson	1	H. B. Rathburn & Son	13	140 00	1820 00	26 00	1846 00			
	2	A. G. P. Dodge	9	140 00	1260 00	18 00	1278 00			
	3	do.	12	300 00	3600 00	24 00	3624 00			
	4	do.	12	215 00	2580 00	24 00	2604 00			
Stisted	1	William Doran	14	100 00	1400 00	28 00	1428 00			
	2	(Withdrawn from sale.)	18			36 00	00			
	3	(do.)	15			30 00	00			
Stephenson	1	A. G. P. Dodge	13	180 00	2340 00	26 00	2366 00			
Macaulay	1	do.	7	111 00	777 00	14 00	791 00			
Draper	1	do.	7	260 00	1820 00	14 00	1834 00			
McLean	1	do.	14	225 00	3150 00	28 00	3178 00			
Carried forward.	—		463		73982 00	908 00	84766 00			

RETURN called for by Resolution of the Legislative Assembly 14th February, 1872, of Timber Berths in the Muskoka and Parry Sound Free Grant Districts, sold or offered for sale at public auction 23rd November, 1871, with names of purchasers, amount of Bonuses received on each Berth, &c., &c.

Township.	No. of Berths.	Name of Township.	Area in Square Miles.	Bonus Per Mile.	Amount of Bonus.	Amount of Ground Rent.	Total.	Dues Chargeable Under the License.	Term for which License is to remain in force.	Conditions respecting settlement under the Free Grant Act of the land embraced in said Timber Berths
				$ c.	$ c.	$ c.	$ c.			
Brought forward			463		73982 00	908 00	81766 00	Pine saw logs per standard of 200 feet board measure, ... 30c. Pine—Square timber per cubic foot..... 25c. All other timber as per tariff in Crown Timber Regulations. Copy herewith.	From the date of the issue of the license till 30th April following, and the same for subsequent seasons if renewed.	No conditions respecting settlement of the lands in connection with the license granted.
	32	Cook Brothers	12	300 00	3600 00	24 00	3624 00			
Brunel	1	do.	12	300 00	3600 00	24 00	3624 00			
	2	do.	16	275 00	4400 00	32 00	4132 00			
Chaffey	1	do.	17	350 00	5950 00	34 00	5984 00			
	2	do.	10	350 00	3500 00	20 00	3520 00			
	2	James Metcalf	12	500 00	6000 00	24 00	6024 00			
	3	Cook Brothers	16	115 00	6640 00	32 00	6672 00			
			549		117672 00	1098 00	118646 00			
		Deduct Berths withdrawn	62			124 00				
		Total realized	487		117672 00	974 00	118646 00			

STATEMENT

Of the Affairs of the Ontario Mutual Life Assurance Company for nine months ending the first day of December, 1870.

Cash on hand	$1,144 29
Amount and nature of Real Estate	None.
Amount secured by Bonds and Mortgages	None.
Amount of investments in other securities	None.
Amount of risks outstanding	$483,500
Amount of Losses unpaid and paid	None.
Amount due by such Company	$917 58
Amount of premiums received	$4,033 92
Amount of premiums in Agents' hands	$4,357 99

The claim set up by Moses Springer, Esq., is not included, no definite amount having yet been agreed upon for services as secretary.

Province of Ontario, County of Waterloo, To Wit: I, William Hendry, of the Village of Waterloo, in the County of Waterloo, and Province of Ontario, Manager of the Ontario Mutual Life Assurance Company, make oath and say, that the subjoined statement of the affairs of the Company is full, correct and unreserved.

W. HENDRY.

Sworn before me at Waterloo,
the Twenty-first day of December, A. D. 1870.

JOHN McDOUGALL, J.P.

STATEMENT

Of the Affairs of the Ontario Mutual Life Assurance Company, for the year ending the first day of December, 1871.

(1) Cash in hand	$2,108 71
Cash in Agent's hands, course of transmission, over due premiums not collected, and short date notes	$7,892 30
(2) Amount and value of Real Estate	Nil.
(3) Amount secured by bonds and mortgages	Nil.
(4) Amount invested in other securities	$531,000
(5) Amount of risks outstanding	Nil.
(6) Amount of losses unpaid	Nil.
Amount of policies paid	$516 48
(7) Amount due by Company	$6,331 29
(8) Amount of yearly premiums received	

Canada, Province of Ontario, To Wit: } I, William Hendry, of the Village of Waterloo, in the County of Waterloo, and Province of Ontario, Manager of the Ontario Mutual Life Assurance Company, make oath and say, that the statement hereunto annexed of the affairs of the said Company is true and correct to the best of my knowledge and belief.

W. HENDRY.

Sworn before me at Waterloo,
the Twentieth day of December, A. D. 1871.

GEO. RANDALL, J.P.

ANNUAL REPORT

OF THE

Commissioner of Agriculture and Public Works

FOR THE PROVINCE OF ONTARIO,

ON

PUBLIC WORKS,

FOR THE YEAR 1871.

Printed by Order of the Legislative Assembly.

Toronto:
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1872

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ANNUAL REPORT

OF THE

Commissioner of Agriculture and Public Works

FOR THE PROVINCE OF ONTARIO,

ON

PUBLIC WORKS,

FOR THE YEAR 1871.

To His Excellency the Honourable WILLIAM PEARCE HOWLAND, C.B., *Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR EXCELLENCY:

In compliance with the "Act respecting the Public Works of Ontario," the following report is presented, as a record of the transactions of this Department during the last year.

The Reports of the Architect and Engineer and of the Assistant Engineer, hereto appended, give the details of the construction of the various public buildings and works, including the drainage works and surveys, and the works connected with the settlement of the Free Grant lands.

The details of the expenditure are given in the Accountant's Statements, Nos. 1, 2, 3 and 4, appended to this report. Statement No. 1, shews the expenditure on capital account for the last four years. Statement No. 2, the expenditure on repairs, fuel, &c., for the last year. Statement No. 3, the list of property purchased, and Statement No. 4, the list of contracts and bonds.

TRANSFER OF BUILDINGS AND GROUNDS.

Large expenditures have been made in the erection of the Lieutenant-Governor's Residence, and in the maintenance of the Parliament Buildings, and as no formal application for the transfer of these buildings and grounds has been made to the Dominion of Canada, it is recommended that a communication be forwarded from the Government for the formal transfer of the above mentioned buildings and the surrounding grounds.

The Provincial Reformatory building, at Penetanguishene, was erected by the late Province of Canada on Ordnance lands. As the Province of Ontario has expended a large amount in constructing other buildings to increase the accommodation of this institution, it is desirable that some arrangement should be made with the Dominion of Canada for the lease or transfer of the buildings, and of about 186 acres of land surrounding the

same; or, if the buildings are abandoned as a reformatory, the occupation of the property might be surrendered, on the repayment of the amount expended by the Province.

The buildings and lands at Orillia and Malden, formerly occupied as lunatic asylums, not being any longer required, should be surrendered to the Dominion.

Public Buildings.

The Report of the Architect and Engineer explains the details of the expenditure on buildings recently constructed, and on others now in progress. Further appropriations will be required for additional buildings, as recommended by the Report of the Inspector of Asylums, Prisons, &c., being considered indispensable for the proper working of the several institutions.

With the exception of the Central Prison and the Agricultural College, it is expected that the capital account connected with the recent appropriations for construction of public buildings, may be closed this year.

Public Works.

According to the Report of the Assistant Engineer, the locks on Rosseau River, at Young's Point, and on the Scugog River, at Lindsay, were completed and in use last year, and the lock between Balsam and Cameron Lakes is now in course of construction, and will be completed early this year, the work having been continued during the winter, as the material will be wood.

The other works consist of the dredging of cuts and improvement of rivers, all of which will be completed this year.

The Washago and Gravenhurst Road, which connects the navigable waters of Lake Couchiching with those of Lake Muskoka, has been completed, with some trifling exceptions. This road is important as a means of ingress and egress to and from the Free Grant lands, and the old settled portions of the Province. Additional appropriations will be required for the completion of this road, and of the locks on Rosseau and Balsam Rivers, and at Young's Point, and also for dredging the Kaministiquia and Scugog Rivers. With these exceptions, the re-votes of the unexpended balances will be sufficient to complete the Public Works in course of construction.

River Trent Navigation.

A despatch from the Secretary of State for Canada, to His Excellency the Lieutenant-Governor of Ontario, was received in May, 1870, and referred to this Department, enclosing an Order in Council authorizing "the Minister of Public Works to enter into negotiations, on behalf of the Dominion Government, with the Government of Ontario, with the view of effecting a transference to the latter of the Public Works connected with the navigation and the descent of timber on the River Trent and the late Newcastle District." There is no record in the Department of any action having been taken in reply to this offer of negotiation, and, as it has been reported that much inconvenience and interruption were caused last summer to the traffic on the Scugog River, and the Sturgeon, Pigeon, and Chemung Lakes, in consequence of the dams at Bobcaygeon and Buckhorn being out of repair, and as a large expenditure has been incurred by the

Province in the construction of locks at Young's Point, near Clear Lake, also between Balsam and Cameron Lakes, and on the Scugog River, at Lindsay, and further improvements are now in progress on the Otonabee, Pigeon,and Scugog Rivers, for the improvement of the navigation of the inland waters referred to in the despatch, it may be desirable that authority should be given to enter into negotiations for the transference of the Public Works in connection with the above navigation.

Drainage Works.

Works connected with the drainage of marsh lands have been in progress in nine townships, in only one of which has the contract been completed. It is expected that the whole of the contracts will be closed this year, for which a re-vote of the unexpended balance of the original appropriation will be sufficient.

Some encouragement might be judiciously afforded to municipalities for the construction of lateral drains, which would render the works in the several townships more beneficial in a sanitary respect, and extend the advantages of drainage to the adjacent lands.

With respect to drainage surveys, the marsh lands in nine townships have been surveyed, and reports from the engineers have been received; in five townships the surveys are still in progress, and examinations of marsh lands have been made in three townships, the drainage of which, with a few exceptions, would amply remunerate the owners in the increased value and improvement of the lands, by the construction of the works.

Settlement of Free Grant Lands.

The Township of Ryerson, in the Muskoka District, thirty-three miles north of the head of navigation, on Lake Rosseau, and about 170 miles from Toronto, was selected, after due examination as to its surface, soil, and timber, for the proposed settlement in accordance with the appropriation made by the Legislature last Session; and contracts have been entered into, with responsible parties, for the construction of twenty-five log-houses, the clearing of five acres of land round the same, on each lot of one hundred acres, and for the construction of fourteen miles of road in the township, connecting with the Nipissing Colonization Road.

Eighteen houses have been partly erected, and fifteen clearings made; also nine miles of road were constructed during 1871, and it is expected that the whole of the works now under contract will be completed in the early portion of the summer, so that applicants may be enabled to occupy the houses and lands during the present year, under the conditions of settlement.

Respectfully submitted,

ARCH'D McKELLAR,

Commissioner.

Department of Public Works, Ontario,
Toronto, February, 1872.

REPORT

OF THE

ARCHITECT AND ENGINEER.

Department of Public Works, Ontario,
Toronto, Jan. 31st, 1872.

Hon. Archibald McKellar,
Commissioner of Public Works. &c., &c., Ontario.

Sir,—I have the honour to submit the annual report on the several Public Works and Buildings under the control of the Department.

Lieutenant-Governor's Residence.

The heating apparatus of the conservatory and forcing-house having been found deficient, the contractors were called upon to make good the deficiencies, and an additional furnace has been constructed by them to heat the forcing house, the brick work having been paid for by the Department. In addition, outside sashes have been provided for all the windows to both houses, and it is expected that the heating service will now be sufficient.

Some repairs were required to the iron tank in the tower, and also to the drains in the basement—the above, with the ordinary repairs to gas-fittings, glazing, &c., were all that were required, but which have caused an over-expenditure of $516.17. A sufficient amount to cover ordinary repairs will have to be included in the estimate for 1872.

Departmental Buildings.

As soon as the debris of the drill shed were removed from the east end of the grounds, tenders were received for the construction of a brick sewer three feet in diameter, according to the plans prepared in the Department. Mr. B. Walton's tender, ($1,350), being the lowest, was accepted, and the work was done in a satisfactory manner, without additions or omissions of any kind, and within the estimate, including superintendence.

Owing to the late period of the building season when the drill shed was removed, in July last, no earth could be procured from the excavation of basements in the neighbourhood, consequently there has been no filling done as intended; the ground was levelled off and the fences repaired, the expense being charged to the appropriation, which has not been exceeded.

During the process of repairs and fittings to the buildings, after the adjournment of the Legislature, it was found necessary to renew the matting in the halls and passages, and the change having been made in the rooms of the Hon. the Commissioner of Crown Lands, unforeseen expenses were incurred which caused an over-expenditure on account of the appropriation

Transfer of Buildings and Grounds.

Formal transfers of the Government House and grounds, and the Parliament House and grounds have not yet been made by the Dominion of Canada, though these buildings and grounds have been occupied by the Province since 1867.

According to the report of the Hon. the Minister of Public Works, an Order in Council appears to be necessary, and as large sums have been expended in construction andrepairs, a formal application for the transfer of these buildings and grounds should be made.

The buildings and grounds at Penetanguishene, now occupied by the Province as a Reformatory, are still the property of the Dominion, but as the land, containing about 200 acres, has been transferred to the Ordnance Land Branch, it would have to be purchased, and arrangements made with the Dominion for the re-payment of the expenditure on the buildings, before any transfer could be made.

The buildings and lands at Orillia and Malden, formerly used as Lunatic Asylums, being no longer required, could be given up to the Dominion, unless it was deemed advisable to retain them, in which case it would be necessary to apply also for their transfer to the Province.

Asylum for the Insane, Toronto.

In the report for 1870, the full particulars relating to the completion of the wings and hospitals are given, and the following reports marked Nos. 1 and 2, complete the description of the details of construction In the report marked No. 1, the amounts due to the various contractors are stated, making a total of $6,787.91, forming the first item of the estimates of 1871, for the completion of the works, which amounts have been paid to the contractors; the total cost of the wings and hospitals is also stated, viz: $208,822.62. Report No. 2, shews the amount due by Messrs. Worthington & Co., to the Government on account of the completion of their contract, viz: $22,716.16, for which their sureties are liable.

No. 1.

Department of Public Works, Ont.,
Toronto, 13th January, 1871.

Sir,—I have the honour to report that the accounts of the several contractors connected with the wings and hospitals to the Lunatic Asylum, Toronto, have been closed, with the exception of Messrs. Worthington & Co.'s contract which will occupy some time longer as the accounts are of a complicated nature and extend over nearly five years.

Final certificates have been issued in favour of the following contractors, and are now submitted to your approval

Assignees of John Boxall	$901 29
Messrs. D. & J. McDonald	2,896 39
Messrs. Dickey, Neill & Co	1,077 54
David S. Keith	1,019 63
George Harding	455 00
George Ringham	438 06
	6,787 91
According to the Accountant's Statement, the expenditure on account of the wings &c., for 1870, amounted to	$19,022 63
Deducting for engine and rails sold	2,121 27
Making the actual expenditure	$16,901 36
The re-vote for 1870 was	12,147 94
The over-expenditure being	$4,753 42
The final certificates amount to	6,787 91
Making the total over-expenditure	11,541 33

The over-expenditure has been caused by the increased cost in completing Messrs. Worthington & Co.'s contract and other charges for which their sureties are liable.

The appropriations for these buildings were as follows :—

By the Province of Canada	$75,000 00
By the Provincial Legislature	150,000 00
Total	225,000 00
The expenditure to the close of 1870 was	$202,034 71
Amount of final certificates to contractors	6,787 91
Total cost of buildings	208,822 62

I shall be able in a short time to report on Messrs. Worthington & Co.'s contract.

I have the honour to remain,
Your obedient servant,
KIVAS TULLY,
A. & E.

Hon. John Carling.
Commissioner of Public Works, Ontario.

No. 2.

February 8th, 1871.

SIR,—I have the honour to submit a statement of the names of the several contractors connected with the construction of the wings and hospitals to the Lunatic Asylum, Toronto, the amounts of the contracts, additional work and deductions, and final payments.

I have also the honour to submit a statement of the total expenditure, and the expenditure on account of Messrs. Worthington & Co.'s contract in completing the wings, shewing a balance due to the Province of $22,716.12 taken from the accountant's statement, which can only be considered as approximate, as there has not been sufficient time to check the several items of expenditure and compare these with the public accounts.

I have the honour to remain
Your obedient servant,
KIVAS TULLY,
A. & E.

Hon. John Carling,
Commissioner of Public Works, &c., &c., Ontario.

LUNATIC ASYLUM, TORONTO.

Expenditure.

1867—By Bursar's Statement	$74,640 45	
1868—By Public Accounts, page 34	47,640 84	
1869— do do 40	62,852 06	
1870— do do 8	28 354 03	
1871—By Estimates	6,787 91	
		220,275 29
Less—Furniture paid 1870	7,295 74	
Do Walls across corridors	2,035 66	

Do	Boiler and engine sold	1,000 00	
Do	Iron rails, ties, &c	1,121 60	
			11,453 00
	Total cost of construction		$208,822 61
	Total cost as above	$208,822 62	
	The estimates to complete works before Worthington & Co. suspended operations (see Public Works report for 1868, page 14,) was	192,994 00	
	Expenditure over estimate	$15,828 62	
	The expenditure on account of Worthington & Co. contract has been	$109,577 32	
	Total which it should have cost	86,861 16	
	Balance due to the Province	22,716 16	
	Over expenditure	15,828 62	
	Less then estimate	$6,887 54	

KIVAS TULLY.
A. & E.

Toronto, February 8th, 1871.

The amount of $21.000 was paid to the Dominion Government for the Ordnance Lands 149 acres, south of the Asylum grounds, on a portion of which the Central Prison is now in course of construction.

The bridges over the railways are not now considered to be necessary, as farm buildings are intended to be erected on the land south of the Asylum, and no expenditure was made on account of this item of the appropriation.

According to the report of the Inspector of Asylums, Prisons, &c., a farm house, barn, and other out-houses are considered necessary on the land lately purchased from the Dominion Government, and the present coal and woodsheds removed. If approved, appropriations should be made in the estimates for 1872.

In the report of the Inspector, allusion is made to a serious accident which occurred during the year, which was attributable to a defect in the construction of the iron window *sash*, not frame as stated in the report. It also states "that the iron uprights were only doweled into the upper and lower frames about an eighth of an inch, which were still further weakened and rendered unable to resist force from the inside by the V into which the uprights were doweled, opening to the outside. This defect in most of the windows has been remedied by reversing the window sash."

In explanation, I would state that my instructions as architect under the late Board of Inspectors, were to construct the iron sashes in the upper portion of the windows exactly similar to those which had been in use in the main building since its construction with the exception of being fixtures instead of moveable with chains and pulleys, and directions were also given that the iron sash bars should be more rounded on the inside, as a patient had previously injured himself severely by dashing at a window in the fourth story, expecting no doubt to destroy himself, but the iron sash bars were strong enough to resist his attempt, though his head was much cut and bruised.

This improvement was made, and I directed that a sash should be taken to pieces so that the new sashes should be constructed in a similar manner, this was done, and as the panes of glass should be put in from the outside, to prevent the patients from picking them out, the V must of necessity be on the outside also, and therefore is no defect.

It would have been but just to myself and the contractors for the iron works, if it had been stated in the report, as I was informed by the Inspector of Asylums at the time of the accident, that in breaking the sash, the patient used one of the heavy buckets hooped with iron, which were supplied to the several apartments throughout the Asylum, for the convenience of the patients, and which have been replaced by gutta-percha buckets since the accident This is the proper remedy, and will be found more effective than the reversal of the sash.

In the report of the Medical Superintendent, page 137 of the Inspectors Report, it is stated that "if the supply of water to the new Central Prison falls on the Asylum pumps at the Lake, a new main pipe of 4½ to 5 inches diameter should be laid in due time." Provision has been made in the estimates for the Central Prison, for a separate water supply pipe of 4 inches in diameter, from the engine house to the Central Prison, not interfering with the present supply pipe to the Asylum, this will afford double the area of the latter pipe, and if at any future period a larger supply pipe should be required for the Asylum it would be better to keep the pipes of the Prison and Asylum separate as it is proposed to do for the present, making the proper connections with the pumps.

The Medical Superintendent also notices what he terms "defects in the new wings," and complains that the water-closets in the wings were not constructed in a similar manner to those in the main building and hospitals, by the introduction of S traps on each floor instead of one large one at the bottom; by the alteration the retention of soil on each floor is avoided, and in case of obstruction it is easier to clean it in the basement. I was induced to adopt it on seeing it in the price list of Tasker & Co., Philadelphia, who manufacture such articles to a large extent, and shew by the diagrams that the downward system of ventilation is fully appreciated by them. In addition to the single ventilating pipe near the trap at the bottom, which is of a large size, there are ventilating pipes on each floor in the wings similar to the hospitals, and also one at the top of the soil pipe, all of which discharge into the hot-water boiler flue leading from the basement, which is understood to be in operation winter and summer. I regret having to differ with such an experienced Superintendent as Dr. Workman, for whose opinion I have much respect, having been long associated with him as the Architect of this Asylum, and under whose directions I have made many improvements in Asylum construction, but I must adhere to the opinion that the manner in which the water closets have been constructed in the wings is an improvement, and I was unaware that any ill effects had been observed since the east wing was occupied in October, 1869, and the west wing in August, 1870, until I saw the report of the Medical Superintendent for 1871.

The Inspector of Asylums, in his report for 1870, after both wings were occupied, makes the following comparison respecting the heating and ventilation of the main building and and wings—page 43: "*The heating and ventilation in the east and west wings are most effective, and could not well be improved*, although it must be admitted that the mode of heating is the most expensive that could be adopted, there being nine furnaces in each wing It is, however, satisfactory to know that it accomplishes what is required of it, *which cannot be said of the arrangement in the old building.*" This is the conclusion arrived at after a careful inspection by the proper official authority and certainly should be conclusive after two years' trial and occupation.

Asylum for the Insane, London.

The following reports on the completion of the sundry contracts connected with the construction of the main building, kitchen and laundry, Medical Superintendent's residence, outbuildings, fences, &c, give full particulars respecting the same in continuation of last year's report. The re-vote of the unexpended balance in 1871, of the original appropriation of $250,000 amounting to $28,678.16, has not been exceeded. The expenditure during the year has been $28,653 38, leaving a balance of $24.78. The only undetermined accounts on the original contracts being those of W. J. Lucas, who has been paid all that he is considered to be entitled to, but disputes the decision as to additional and omitted work; and of Messrs. Hoyt & Strickland, who have made a further claim for obstructions during the progress of the work. Both of these claims have been fully reported on, but have not yet been decided.

No 1.

February 6th, 1871.

SIR.—I have the honour herewith to submit for your approval final certificates of work done by sundry contractors in the construction of the Lunatic Asylum, London, viz.,

Messrs. Hoyt & Strickland	$16,099 30
John Christie, Med. Sup., Res.	1,947 83
" " main drain, &c	1,964 97
H. M. Melville, outbuildings	4,745 90

The sum of one thousand dollars ($1,000) is retained from the balance due Messrs. Hoyt & Strickland until sundry carpenter's work is reported to be completed and the efficiency of two pumping engines has been thoroughly tested—the present balance to be paid to Messrs. Hoyt & Strickland will be $15,099.30, as certified.

I have also recommended that the sums of $900 and $600 be paid to Mr. W. J. Lucas and Messrs. Baxter and Melville respectively, as advances from the drawbacks on their contracts for fencing on the Asylum and Briody farms—the painting and other unfinished work of which cannot be completed until Spring.

The following is a complete list of the contractors engaged in the construction of the main and out-buildings, and the total amounts as certified.

Messrs. Hoyt & Strickland	$130,599 30
John Christie, Med. Sup., Res.	10,597 83
" " main drain, &c	20,114 97
H. M. Melville, out-buildings	33,645 90
W. J. Lucas, coal sheds, &c. (approx)	12,980 60
Messrs. Baxter & Melville, fencing	6,649 00
Total amount of contracts	$214,587 00

The works connected with the erection of this building have been fully explained in the annual reports for 1869 and 1870, and I have not had occasion to correct any of the statements made in the reports.

The additional work on Messrs. Hoyt & Strickland's contract for the main building was incurred principally for extra depths for the foundations and for steam heating, extra baths, and providing for an efficient water supply.

The great extent of the frontage of the building, 610 feet, and depth 220 feet, required a larger surface of level ground then for an ordinary building; and though the most level portion of the lot was chosen, with the advantage of a good clay foundation, there was still a difference of level between the eastern and western extremities, of over 7 feet; the ground line was arranged so as to have less foundations in the eastern wing, though making a considerable addition to the western wing, with the advantage of a terrace about 3 feet in height in the centre, which improves the appearance of the building.

The additional foundations might have been avoided by altering the level of the floors; the floor of the centre building would have been three feet below that of the east wing, and the floor of the west wing seven feet lower than the east wing, with steps in the corridors on each story, which would have proved a permanent inconvenience, and most objectionable, particularly in a lunatic asylum.

The roofs of the west wing would also be lower than the east wing, which would have presented a very irregular and incongruous appearance.

For the above reasons the alteration of the levels of the floors was not recommended to you for your approval. The additional expense for steam-heating was caused by the practical difficulty of passing the outside doors, as there was no basement to the building, and the condensed steam would have trapped the pipes and stopped the circulation, at each outside door where the pipes should pass under the floors near the outside walls. To avoid the risk of intercepting the currents of steam to the extreme portions of the wings and to ensure the successful heating of the building in every part, steam pipes of a larger capacity from three inches to one and a quarter inch in diameter, were placed under the floors in the centre of the corridors, leading from the boilers to the extreme ends of the wings and to the centre building

with return pipes to convey the condensed steam to the boiler houses, alongside of the steam supply pipes, and branch pipes at different points, to the circulating pipes and coils at the outer walls.

By this alteration, which I may state has been completely successful, the quantity of steam heating pipes has been increased 4,427 lineal feet more than was specified besides being of larger capacity, thereby increasing the expense, from which the quantity of 2,292 feet of pipe, one inch in diameter was deducted, being less than specified.

The fittings also were required to be of a larger size to suit the greater capacity of the pipes; from the cost of these fittings a deduction was made for the fittings that would be required for the smaller pipes.

Alterations were also made to connect one or both boilers with the steam circulating pipes in each wing, so that in mild weather one boiler could be used instead of two for heating each wing, thereby to effect a saving in the consumption of fuel.

Additional gas-pipe was also required to make the connections between the centre building and each wing, with three metres for fifty lights each instead of one large meter for one hundred and fifty lights; which would have to be specially ordered at a much greater expense.

The additional baths and fittings were ordered on the report of the Inspector of Asylums dated March 16th, 1870, who considered them necessary. The provision for the water supply which was fully explained in the annual Report for 1869, consisted in the construction of three large wells, 70 feet, 50 feet, and 20 feet respectively, and eight feet in diameter; bricked at the sides.

As the wells on the east and west sides of the building were more than 30 feet in depth; ordinary steam suction pumps as specified would not answer, as in times of drought 40 feet of water would remain in the east well, and 20 feet in the west well which the pumps would not reach, steam lifting and forcing pumps had therefore to be placed over these wells, from which the water has been forced into the iron tanks in the building, and the pipes are so connected that either the east or west pumps can fill the tanks throughout the building.

Deductions were also made for two large and two small brick cisterns which it was considered might be dispensed with. The additional work in Mr. Christie's contract for the medical superintendent's residence, was for sundry improvements required by the medical superintendent, for supplying gas, not originally contemplated, and for additional length of water pipe, the supply having been taken from the laundry tank instead of the west boiler house as originally intended and specified.

The additional work included in the final account of Mr. Christie on his contract for the main drain and construction of the airing yard walls on the east and west sides of the main building, is not actually additional to the contract, but for new constructions, such as outside water-closets, the extension of the main drain across the adjacent farm and repairs to the roads, bridges, &c. The walls of the east airing yard being lower than the contract drawings, a corresponding deduction has been made, as shewn in the detailed account.

Detailed accounts for all the contracts are also submitted.

The deductions from Mr. Melville's contract for the kitchen and laundry and other outbuildings exceed the additional work done, the difference being $354.09, as explained in the detailed account.

The construction of the fences round the Hale farm, on which the asylum buildings have been constructed, and the coal and wood sheds, were included in Mr. Lucas' contract. As changes have been made by which a large portion of the interior fencing can be dispensed with, a reduction will also be made in Mr. Lucas' contract, the exact amount of which cannot be determined until the whole of the work is completed in the Spring, and the materials on the ground can be measured. The statement herewith submitted represents the balance as accurately as it can be ascertained. I am not aware that any additions or deductions will be required in Messrs. Baxter & Melville's contract for the fencing round the Briody farm, west of the asylum buildings; the amount of the contract ($6,649) is taken as correct.

By referring to the items of expenditure it will be observed that the medical superintendent's residence, airing yards, kitchen, the bakery and steward's office were not included in the original estimates, provision having been made in the main building for apartments for the medical superintendent, and for cooking, steward's office, &c. In consequence of these additions accommodation for fifty more patients has been provided in the main building.

The purchase of one hundred acres of land known as the Briody farm, and the fencing

round the same, have also been included in the appropriation of $250,000, which has not been exceeded, as explained in the statement prepared by the accountant of the Department, and submitted for your approval,

I have the honour to remain.

Your obedient servant.

KIVAS TULLY,

A. ca' E.

Hon. JOHN CARLING,
Commissioner of Public Works and Agriculture,
Ontario.

No. 2.

JUNE. 7th, 1871.

SIR,—I have the honour to report that Messrs. Hoyt and Strickland have completed their contract for the erection of the Lunatic Asylum, London

The sum of ($1,000) one thousand dollars was retained from the final certificate until certain deficiencies in the works were remedied and the pumping engines left in good working order was guaranteed.

By the report of W. Robinson, Architect, London, the deficiencies have been removed, and from a recent inspection I have to report that the pumping engines are in good working order, and Messrs. Waterous & Co., Brantford, give a further guarantee in writing, herewith annexed, for their satisfactory working until the 13th of October next.

I have the honour to recommend that the sum of $156 for additional painting be allowed Messrs. Hoyt & Strickland as per certificate.

I have the honour to remain.

Your obedient servant,

KIVAS TULLY,

A. & E.

HON. JOHN CARLING,
Commissioner of Public Works, Ontario.

No. 3.

DECEMBER, 7th, 1871.

SIR,—I have the honour to report that Mr. W. J. Lucas has completed his contract for the construction of the coal and wood sheds and fences at the Lunatic Asylum, London.

According to the terms of the agreement the work should have been completed on the 1st of September, 1870, under a penalty of twenty five pounds per week for every week beyond that time, and as there has been less work done than specified, no reasonable excuse can be offered for the great delay that has occurred, and which has been the cause of much inconvenience in the management of the Asylum.

I enclose the report of Mr. Robinson on the additional work done, also an account of the omitted work, the balance being $1,132 75 less than the contract price $13,860.

I have the honour to remain,

Your obedient servant,

KIVAS TULLY,

A. & E.

HON. JOHN CARLING,
Commissioner of Public Works, Ontario.

The plans of the new store-house were completed on the 14th of April last, and the contract was awarded to Messrs. Baxter and Melville in June, after due advertisement in the London papers. The amount of the contract was $3,595—$1,405 under the appropriation,

$5,000; and the work was carried on and completed in November, under the superintendence of Mr. Robinson, City Engineer, London without any additions or omissions of any kind.

The contract for the gardener's house green-house, piggery and hen-house, root and tool houses, (frame buildings), well and heating apparatus, was awarded to Mr. Christie for the sum of $2,300. The plans for the same having been prepared by Mr. Christie, and the work superintended by Mr. Robinson under the direction of the Superintendent, to whom also was entrusted the supervision of the expenditure on construction of roads, and the remainder of the works included in the appropriation of $20,000, on the recommendation of the Inspector of Asylums, and by order of the Commissioner. I am not aware that any report respecting the expenditure has been made to the Department, I am consequently unable to state any particulars respecting the same.

Alterations have been made in the boiler flues of the large chimneys for the purpose of burning soft coal instead of wood, and also in the steam and water power of the kitchen and laundry, in the report of the Inspector of Asylums, etc., at a cost of $2,500. As the furniture and fittings of the Asylum were placed under the control of the Inspector of Asylums etc, by order of the Commissioner, and a full report of the matter has been laid before Legislature, it is only necessary for me to call your attention to the alterations. Sundry additional works are recommended in the report of the Inspector of Asylums, &c., for furniture and furnishings of the Idiot Asylum, to complete the stocking of the Asylum farms, to complete arrangements for protection against fire, for the construction of a road to the Asylum for Idiots, and to complete planting and ornamentation on the Asylum property, for a tank, windmill, and pipes to distribute the sewage over the land, for cattle sheds for stall feeding, to make good deficiencies in Asylum, and for the purchase of land on which to erect eight cottages for the use of attendants.

Should the above recommendations be approved, appropriations should be made for their construction according to the estimates prepared for that purpose

With respect to the deficiencies in various parts of the Asylum, for which appropriations are requested, I have to state in explanation, that I consider that, strictly speaking, any expenditure on account of such alleged deficiencies should be charged to maintenance, as by the perusal of the reports it will be perceived that the several works connected with the original contracts were reported on by Mr. Robinson, as complete on the 1st of March last.

No. 4.

London Asylum, January 20th, 1871.

Sir,—Mr. Langmuir has ordered me to report deficiencies and works incomplete or needing repair to you. If I were to do so, I should have to report wants and deficiencies in nearly every part of the Asylum The doors have the panels falling out from the steam drying and bad work, the skirtings are loose all over the building, the plaster falling off wherever there are steam pipes. Boards loose, never properly screwed down; window and shutters, or their fastenings, unworkable, as they always have been. Drains not efficiently repaired, and wells not cleaned, after having been adulterated with sewage.

I think it would be best to send an independent engineer to report on the condition of the house, but if you order me to do it, I will put down every deficiency.

I remain, your obedient servant,

Henry Landor.
Superintendent.

The Hon. the Commissioner of Public Works.

No. 5.

January 23rd, 1871.

Sir,—I am directed by the Commissioner of Public Works to request that you will make a complete examination of the Lunatic Asylum buildings, London, which were included in

the contract of Messrs. Hoyt & Strickland, also respecting the condition and efficiency of the drains leading from the buildings, and report to the Commissioner at your earliest convenience.

The Contractors and Clerk of Works will accompany you over the building, and the plans and specifications of the several works will be submitted to you, to enable you to report in full as to any deficiencies or neglect, if any, on the part of the contractors, previous to the work being taken off their hands.

I have the honour to remain,
Your obedient servant,
KIVAS TULLY,
A. & E.

W. Robinson, Esq.,
City Engineer,
London.

No. 6.

JANUARY 26th, 1871.

SIR,—I have the honour to report in reference to the communication of the Medical Superintendent of the Lunatic Asylum, London, respecting certain alleged deficiencies in the work done by the contractors in the erection of the buildings, and have to state that in accordance with your instructions, I proceeded to London on the 23rd instant, and called on Mr. Robinson, the City Engineer of London, and requested him to make a thorough examination of the buildings and works in company with the contractors, and to report as to any deficiencies in the works.

On the 24th instant Mr. Robinson went over the building with the Inspector of Asylums, Prisons, &c., and the Medical Superintendent, and on the next day, (25th) with one of the contractors, Mr. Hoyt who took notes of sundry items, and will send workmen to make good the shrinkage of doors, flooring, shutters, &c., which was ascertained to be caused by the steam heating in nearly every instance.

With respect to the panels falling out of the doors, not a single one could be pointed out by the Superintendent. The steam heating had dried the wood or glue in one door so much that the hanging style had parted and was loose, but the panels had not fallen out. Another panel had been split by shrinkage and this occurred in only one instance, but it had not fallen out.

The reason that some of the skirtings were loose, but not all over the building as represented, unless isolated instances may be considered all over, was accounted for by the explanation given by Mr. Hoyt, that the steam-fitters had frequently to take them off in arranging the circulating pipes and they had not been permanently secured. Now that the steam heating is completed the skirtings and other matters connected with the circulating pipes can be secured, and the contractors will attend to this supposed deficiency, which it was always their intention to make good.

"The plaster falling off," but not in every instance where there are steam pipes, "boards loose, never properly screwed down," "window shutters or their fastenings unworkable as they always have been," may all be attributed to the drying caused by the steam heating, which, I must in justice say, has been aggravated in consequence of want of ventilation, that is admitting a fresh supply of air through the ventilators provided for the purpose, but which the Medical Superintendent insists on having tightly closed up with felt.

On passing through the west wing I only noticed one foul air ventilator open, though ample provision has been made for the thorough ventilation of the building.

I noticed that several of the windows were opened admitting the cold air in the old fashioned manner, and which would be more likely to freeze the condensed steam in the circulating pipes than the air from the ventilators opposite the coils which are to be closed up. Whilst we were in the building one coil was injured in this manner by a window being left open, and other instances will happen if this custom is followed.

I would also mention that I cautioned the engineer in November last that a larger supply of water must be passed through the water-closets otherwise the pans and soil pipes would be choked, which actually happened, as the plumber informed me that he had to take down two soil pipes and four pans that were choked from want of a proper supply of water. From these instances it will be perceived that unless proper care is taken to give effect to the original intention respecting ventilation, and abundant supplies of water for scouring the soil pipes and drains, that the air in the building will be impure, and constant repairs will be required to the water-closets, soil-pipes, sinks and drains.

All that can be done by the Department has been done, and where deficiencies are noticed remonstrance is the only method by which a change can be effected, as Superintendents are constantly complaining of the interference in the internal management of all those institutions, and in order to remove those causes of complaint the repairs have been placed under the control of the Inspector of Asylums, Prisons, &c., an arrangement made with your approval, and which, it is to be hoped, may remove the responsibility respecting repairs from the Department, though it is to be feared that any outlay that may be incurred for repairs will be attributed to faults in the original construction. I am induced to make these remarks, as an instance occurred recently in the Lunatic Asylum, Toronto, where the Medical Superintendent proposed to close the ventilators over the doors leading to the apartments from the corridors in the wings, by which the ventilation and heating of the wings would be impaired, and which I brought under the notice of the Inspector of Asylums who promptly interfered to prevent any change. The Medical Superintendent also reports that the drains have not been efficiently repaired and wells not cleared after having been adulterated with sewage.

With respect to these statements I have to state that the drain pipes which were accidentally injured by teams passing over them, were repaired by Mr. Christie, an experienced contractor, under the direction of the Clerk of Works, who both assured me that the work was carefully and efficiently done, and I examined the drain leading from the west water-closet in company with the Inspector of Asylums, the Medical Superintendent and Mr. Robinson, and we found the water passing off freely without any indication of stoppage.

As the extreme west well, which receives the water from the springs in the upper portion of the farm, overflows into the permanent well near the boiler house, from which the water is pumped into the tanks, I would recommend that the pipes should be extended to the pumping well and the extreme west well filled up, which will prevent any probable adulteration of the water from the drains for the future.

I have the honour to remain,
Your obedient servant,
KIVAS TULLY.

HON. JOHN CARLING,
Commissioner of Public Works, Ontario.

No. 7.

LONDON, January 31st, 1871.

SIR,—I have, by the request of Mr. Kivas Tully, examined the materials and workmanship of the asylum buildings, and, although some defects may be detected, yet, on the whole, it as free from them as could be expected in so large a building built in a very limited time. Some of the defects I noticed were caused by the shrinkage of some of the flooring, and if it had not shrunk I would have been more surprised, owing to the high temperature to which it was subjected, and which is unavoidable unless the pipes are enclosed, which is not done in any building that has come under my notice (I mean under the floors). I may state that seasoned lumber would not stand the trial without shrinkage, but the floors in the upper storey, where not affected by the steam pipes, are all right. Some of the ends of flooring boards, owing to shrinkage, are loose; the workmen are now, I believe, employed at making good defects. Some of the framed bases, also, in front of the steam pipes were not sufficiently secured, but the contractor intends to secure them and nail strips in front. I noticed a very few panels of doors imperfect and some other trifling defects, but with these exceptions, so far as I could see, there was nothing to object to in the wood work of the building. My experience is—if

steam is introduced into a building it is almost impossible to keep the wood-work from shrinkage more or less. I came away from the building with the impression that the clerk and the foreman of works had not been negligent in the discharge of their duty, although these defects existed, and may be made good, excepting the shrinkage of the flooring. Some few bricks were loose in privy floors which the contractor has promised to attend to; and, as to the sewage, I was informed that a loaded waggon, passing over the drain in a low place where it was not sufficiently protected from the weight of the waggon, broke a tile and stopped the sewage for a short time until repaired by instructions from the clerk of works. The Superintendent (medical) states that the sewage got into the spring-water tank.

I have been informed by the clerk of works that the joints of the sewage pipes had been secured with water lime mortar and put into a box culvert and puddled with clay where it passed the tank. If so (and I doubt not the young man's word) it ought to carry the sewage by without leakage.

I drank some of the water, and thought it better than the average and clearer. Some of the locks of the window shutters and some of the keys have got out of order, owing probably to some of the keys being too large for the bolts, or too soft and easily worn, but the contractor will probably have to remedy this and other defects before the work is taken off his hands. If I understand rightly, the contractor has not refused to make good any defects where he is at fault; until he does, no fault can be found with him, and, if necessary, the Department can deduct a fair per centage from his contract for a few months as a guarantee that his contract had been satisfactorily completed.

As to the design and arrangement, and the ability displayed by the architect and engineer of the Department, I think great credit is due.

I have the honour to be,

Your obedient servant,

Hon. John Carling. Wm. Robinson.

No. 8.

London, March 1st, 1871.

Sir,—In accordance with instructions received through the architect and engineer of the Department to report on the contract work done at the London Asylum for the Insane by Hoyt and Strickland and also on the drainage,

I beg leave to state that I have examined the workmanship and materials furnished by the said contractors who, I believe, have discharged their duty in the completion of their contract in a manner creditable to themselves and the departmental officers who were engaged in superintending the erection of the building.

At the same time that I report thus favourably in general terms of the work done and the materials that came under my observation, I may state that there is a good deal of shrinkage in the flooring of the lower corridors and other places where exposed to the high temperature caused by the steam pipes; for the information of visitors to the asylum who may notice this defect, and who may suppose it to be owing to unseasoned lumber, I may state that it is a very difficult matter to get flooring to keep from shrinkage where exposed to such a temperature, as persons experienced in the matter very well know, but there is a probability that when the steam is shut off the flooring will expand to near its original width. The joints of the flooring, where not so exposed, have shrunk but very little. There are some slight defects in the plastering, owing to the shrinkage of timbers and other causes, which will be made good at the proper time but on the whole the plastering is, I think, good, especially when I consider the limited time in which it had to be done.

Owing to the hard clay foundation on which the footings of the walls were laid, no settlement that I could perceive has taken place in the building. The mortar that was used in its erection, which by some was supposed to be clay, it looked so dark, was red sand with the usual proportion of lime, which on examination, I found to be good mortar. I have had the opinion of two competent bricklayers capable of judging and they agree with me in that opinion.

When I first saw the work progressing, before the walls were dry, I attributed the colour to the want of a sufficient quantity of lime, but now I know the cause is, as I have stated, the red colour of the sand.

I have examined the upper ceilings of the buildings in order to ascertain if there was any leakage in the roof, and only noticed two or three stains in the ceilings, only a few inches in diameter, where rain water entered through. Some slight improvement or alterations are required to be made in the window-shutters and locks which have to be made good.

The stone-work, brick-work and plastering and carpenter work (excepting defects complained of), and painting and slating, seem to be completed in a workmanlike manner.

The water closets, I perceive, are ventilated through the flues in the furnace chimneys and through the drains, drains being properly trapped, and moveable registers fixed in the brick partition walls of the rooms in a flue connecting with the roof, and a sufficient number of patent revolving fan ventilators fixed there which serve to keep up a pure atmosphere in the rooms and corridors.

It is probably unnecessary for me to say much about the drainage of the building and site, as Mr. Langmuir, the Inspector of Prisons and Asylums, has so lately reported on that matter, but, as my instructions require me to do so, I will, first answering the question so often asked—why was not the building erected on the higher instead of on its present site. The reason is, that if erected on the higher level the foundations would probably reach the springs which escape to the surface between the two levels. That might cause settlements in the building, and also be the cause of continual dampness in the walls. This spring water which escapes to the surface from a higher level than the present site of the building is intercepted by a large tile drain, extending across part of the lot with a fall each way to opposite the centre of the building, and is from thence conveyed to the wells connecting with pumping engines from which the water is forced to the cisterns in the building.

The rain water from the roofs, the outflow from water closets and overflow from wells are conveyed through six, nine, twelve and fifteen inch drain pipes into a two feet diameter brick drain, through which at the distance of five hundred yards it is emptied into a large creek which every storm and thaw flushes into the Thames, and is conveyed away in the direction of Lake St. Clair. The fall of this brick sewer is one inch in ten feet. All the drains are properly trapped where necessary to prevent any return effluvia to the building from the sewage pipes to the other drain pipes.

Had the building been erected on the higher ground there would have been additional expense incurred on account of increased length of main sewer without lessening the increased length of the drainage pipes.

As to the report circulated that the sewage got into a well (through some clay pipes being injured by a loaded waggon) it is only conjecture. The pipes were in puddled clay in a box, and the joints secured with water lime where they passed, but owing to the alterations that have been made no overflow can escape into this well again, even if it did so before, which I much doubt.

Returning this evening along Dundas Street from a survey, I took the difference of level (seven feet) between the terrace in front of and close to the centre of the Asylum buildings and the centre of Dundas Street opposite the entrance gate-way. The difference shown was seven feet lower on Dundas Street than the upper surface of the terrace, and four feet one inch lower than the level of the lower step of the terrace. Continuing the line of levels in the direction of the city nearly as far as the north-east angle of Dr. Salter's block we ceased work for the evening; our last level being on a farm crossing forty-six feet below the asylum terrace and nearly half way between the side road west of the buildings and Adelaide Street. The levels will be continued to the Thames, west end of Dundas Street, at the first opportunity.

I have the honour to be,
Sir,
Your obedient servant,
(Signed,) Wm. Robinson, A. & C. E.

Hon. John Carling, M. P. P.,
Commissioner of Public Works.

In the annual report of the Inspector of Asylums, etc., for 1871, no mention is made by him as to any deficiencies. On the 28th of January last, the Inspector visited the Asylum and reported that, "Although the weather at the time of my visit was excessively cold, the tem-

perature of the buildings was even and comfortable throughout, the heating capacity of the boilers, steam pipes and coils being found capable of warming every part of the Asylum up to 65, and if necessary as high as 75 degrees. If the absence of offensive smells and odours can be accepted as a proof of efficiency in the system of ventilation, the plan adopted in the London Asylum must be pronounced as perfect as it is possible to have this important part of Asylum construction. The degree of heat, which in this climate is indispensable to effective ventilation, which can be thrown into every room in the building as well as through the entire ground basement, and the provision that is made at all points for the escape of the rarified currents of exhausted atmosphere through the ventilating flues and chimney shafts, render the system of ventilation adopted thoroughly effective. At only one place was a defect observable, which, on examination was traced to the cemented joints of one of the water-closet ventilating pipes having become loose, which partially destroyed the downward draft."

On the 9th of June, when the Medical Superintendents from the United States visited the Asylum, in the description of the Asylum which I understand was read before the meeting by the Medical Superintendent, when everything in connection with the Asylum was reported on, item by item, in explanation of the "Suggestions of the English Commissioners," thirty-four in number, no mention was made of any deficiencies, and any person reading them would be satisfied that it fully bore out the report of the Inspector of Asylums, etc. On the 12th of July, however, a list of twenty-eight objections were reported by the Superintendent and transmitted by the Inspector to the Department, many of which were afterwards admitted to be for maintenance account, and I find them repeated in the annual report of the Medical Superintendent with the qualification, that "there never was an Asylum built where some such details of construction have not had to be complained of immediately after occupation," also, that, "he bore the strongest testimony to the excellence of design, as well as of construction, with few and comparatively trifling exceptions. But it always happens that small defects such as these are those that give the administrators the greatest amount of trouble and inconvenience, thus, to us, the want of shutters that cannot be secured, or windows that cannot be shut up at night, without a carpenter, are troubles greater than much larger errors would be in general construction." As there was no item for repairs in the estimates for maintenance and only one carpenter provided for with a salary of $500, there was no fund from which the ordinary repairs, constituting what is usually termed wear and tear, could be paid, and the inconveniences complained of have accumulated.

On looking over the public accounts for 1871, I find that the repairs do not amount to $200, including $86.50 for painting and glazing, the latter—for glass broken by patients—always a large item in Asylums. When it is compared with the Toronto Asylum, a much more substantial building, where the annual repairs have been estimated for years at $2,000, I do not consider there is much to complain of on the score of expense to the Province.

Appropriations for putting the iron sashes and shutters in order have been recommended, and the sum of $1,500 for repairs is also included in maintenance, which it is to be hoped will prove satisfactory to the Superintendent and Inspector of Asylums. As this expenditure will be charged to construction, not maintenance, the supervision should be under the control of this Department, and to ensure the efficiency of the work, I would recommend that it should be done under the direction of Mr. Robinson, City Engineer, London, who has been employed by the Department to superintend the erection of the store-house, and other works connected with the Asylum, during the last year. I would also respectfully suggest that the control of any works of construction should not be delegated to another Department, as "a divided responsibility is no responsibility at all," and leads to much confusion in the Public Accounts. The additional works recommended in the report of the Inspector of Asylums, etc., if approved ought to be considered as final for the completion of the buildings connected with this Institution, and to enable the accounts for construction to be closed. When those works are completed it will be admitted that there will be few Institutions on this Continent for the care of the insane, to be compared to this Asylum. With respect to the means afforded for the reduction of the cost of annual maintenance, five steam boilers with a capacity equal to 130-horses power, and five steam engines representing 60-horses power for the heating, cooking, pumping water, washing, mangling, wringing, and drying clothes in the laundry, and a horse-power machine for chopping roots in the farm-yard, are now in full operation, and a windmill with pipes for the distribution of the sewage over the land is also recommended, to prevent the

nuisance complained of in the neighbourhood. These accessories with other facilities such as the erection of eight cottages for attendants, in addition to the gardener's house, and two lodge entrances, will surely be pronounced ample provision for the care of 530 patients in the Insane Asylum, and 40 patients in the Idiot Asylum.

Asylum for Adult Idiots.

The plans and specifications for a building for the accommodation of forty patients were prepared in the Department, and submitted to competition by tender after the usual advertisement to contractors, in the Toronto and London papers last June; separate tenders were requested for the cost of erecting the building in London and Toronto, and as the tenders for London were found to be the cheapest, it was decided to accept the tender of Mr. John Christie, of London, being the lowest, for the sum of $9,800, and the building is now in course of erection on the grounds of the London Asylum for the Insane. As the appropriation did not include the drainage, gas and water supply, plumbing work, or heating, a further appropriation will be required. The building has been constructed of white bricks with cut stone heads and sills for the external work, and common brick for the internal work, the front building is 50 feet in front by 40 feet in depth, with a rear building 41 feet by 40 feet, the whole being two storeys in height besides the basement, each storey being 12 feet and basement 9 feet in height. Owing to a melancholy accident by which the son of the contractor was killed, having fallen off the roof, the progress of the building operations have been retarded; it will therefore be some time yet before the buildings will be ready for occupation.

Deaf and Dumb Institute, Belleville.

The following report marked No. 1, will explain the expenditure on account of the re-vote of $3,088.88, being the balance of the original appropriation of $75,000. The balance paid to the contractors, Messrs. Kempster was $2,645.03, leaving the sum of $400 to make good any deficiencies connected with the building contract.

In addition to the unfinished work as stated in the report, it was found that the drains round the building, and from the basement were quite inefficient, and it became necessary to take up several of the tile drains, and place them at a lower level; this was done during the summer, and they have since been in good order. The cost of the alterations, for which I consider the contractors were liable, has amounted to nearly $400, so that there will be no thing to be paid to the contractors on the balance retained.

No. 1.

January 16th 1871.

Sir,—I have the honour to enclose the final certificate for work done at the Deaf and Dumb Institution, Belleville, also the detailed accounts of additional and omitted work on both contracts.

The total value of work done was	$67,305 03
From which has been deducted, paid on account	64,260 00
Leaving the balance due	$ 3,045 03

The following work is not yet completed, and I would recommend that the sum of four hundred dollars ($400.00) should be retained until the work is finished.

Steam pump for boiler	$ 200 00
Drying room and laundry	100 00
Water pipe to stable	30 00
Hot water to kitchen and infirmary bath	70 00
Total	$ 400 00

Deducting the above amount from the balance due, the amount to be paid to the contractors Messrs. C. W. & T. L. Kempster would be $2,645 03 as certified.

According to the specification for warming the building by steam, which was attached to the agreement: "The entire heating service was to be equal to the warming of the building in every part where applied to a temperature of 75° Fah't., tested by thermometer when the external temperature is 10° below zero, in a position shaded from the wind, and to be tested one full winter and left in good working order." As there has not been an opportunity of testing the steam-heating for a full winter, I would recommend that the contractors should only be paid the balance as certified ($2,645 03) on their giving a guarantee bond to make good all deficiencies in case of failure of the heating apparatus.

I have also the honour to report that the construction of the buildings and the purchase of the land and fencing, &c., have been covered by the amount of the appropriation, and I take this opportunity of stating, that the contractors have executed the work in a substantial and workmanlike manner.

I have the honour to remain,
Your obedient servant,
KIVAS TULLY,
A & E.

Hon. John Carling,
Commissioner of Public Works, Ontario.

With respect to the steam-heating, it is necessary to explain that it was tendered for separately, and the specification was drawn up by the party so tendering, and afterwards attached to the contract plans, and specifications which were prepared by Mr. Smith, Architect, of this city, as explained in the Public Works report for 1869. As recommended in report No. 1, a bond was prepared by Mr. Jones, Barrister, connected with this Department, and duly signed by the contractors and sureties, on receipt of which the before mentioned balance was paid.

After the experience of the winter the steam-heating was found to be quite inefficient, and on the 5th of May, I reported (see report marked No. 2) the matter to the Commissioner, who ordered that the necessary legal steps should be taken to compel the contractors to make good the deficiencies in accordance with the terms of the bond. The application having been found ineffectual, orders were given to Messrs. E. & J. Rogers & Co, skilled mechanics, of London, to make an examination, and report as to the cost of the reconstruction of the heating apparatus. The following letters of Messrs. Rogers and the contractors, marked Nos. 3 and 4, explain the deficiencies, and the objection of the contractors to any further expenditure for which they were liable. As the season was well advanced and the time was short to make the necessary alterations before the winter, orders were given to Messrs. E. & J. Rogers to proceed with the work, including the setting of two boilers, and a hot water boiler, also to make good all the connections and water supply required, paying all accounts for the same, and to complete the work with as little delay as possible.

In October I inspected the work, and found the same progressing satisfactorily, and in December, reported all completed. Mr. Price, the former Clerk of the Works, having been sent to Belleville to examine and measure the work, also reported that the re-construction of the steam-heating had been satisfactorily done. (See the following reports.)

No. 2.

May 5th 1871.

SIR,—The steam-heating at the Deaf and Dumb Institute, Belleville, having been thoroughly tested during last winter and found inefficient, according to several reports of the Inspector of Asylums and the Principal of the Institute, I have the honour to report, that as the contractors have given bonds for the proper heating of the building, according to the terms of the specification, that is, that it should be tested for one winter, they should be pro-

works in connexion with the steam-heating of the Deaf and Dumb institution, at Belleville, has been accepted; and to request that you will at once proceed with the work.

I am,
Sir
Your obedient servant,

Mr. Edward Rogers,
Gas Fitter, &c.,
London, Ont.

W. Edwards,
Secretary.

No. 8.

Brantford, 4th September, 1871.

Dear Sir,—We are in receipt of communications from your Department, relating to steam-heating the Deaf and Dumb Institute, Belleville.

We made arrangements to examine the steam service with Mr. Rodgers, of London, and waited Mr. Rodgers' communication, to accompany him, which he agreed by letter to send us. This he did not do, but started from London, and did not inform us till he reached Toronto, when we received a telegram stating that he had gone to Belleville. As this was Friday morning, we could not then reach Belleville till Mr. Rodgers was ready to return.

In relation to the manner of applying the steam service, we claim that we have fulfilled the terms of the contract, and applied the circulation pipes in conformity to the plans and specifications furnished by the Department, and that the same worked efficiently until it was allowed to freeze up and burst. We cannot, therefore, hold ourselves responsible for any alterations, but would respectfully suggest a large amount of heat may be retained in the building in the manner mentioned in our letter of January last, when we noticed the outer doors being continually left open, and that the windows should have storm-sashes. We believe if those suggestions were carried out, the steam service will not require so much attention or fuel, and that the proposed alteration of putting another boiler to heat the laundry, etc., etc., will do away with much inconvenience before experienced.

We have the honour to remain,
Truly, yours,
C. W. & T. L. Kempster.

To the Honourable the Commissioner of Public Works.

No. 9.

September 9th, 1871.

Gentlemen,—I am directed by the hon. the Commissioner of Public Works to acknowledge the receipt of your letter of the 4th inst., respecting the steam-heating of the Deaf and Dumb Institute building, Belleville, and in reply have to state that the specification for the steam-heating was not prepared by the Department, but accompanied your tender, and for which you are responsible.

I also enclose a copy of the report of Messrs. E. & J. Rogers, London, to which you refer in your letter, and I am further directed to state that Messrs. E. & J. Rogers have been instructed to re-construct the steam-heating service of the Institute building, in accordance with the terms of your contract and the specification attached thereto, the expense of which will be furnished to you, and for which you will be held liable under the terms of the bond signed by you and your securities.

I have the honor to remain,
Your obedient servant,

Wm. Edwards
Secretary.

Messrs. C. W. & T. L. Kempster,
Contractors,
Brantford.

Reports No. 10 and 11 explain the particulars respecting the completion of the work by Messrs. E. & J. Rogers & Co. The total cost of the re-construction and other work has been $2,329.27, $500 of which has been paid to Messrs. E. & J. Rogers & Co., leaving a balance of $1,829.27 due to them which is included in the estimates for 1872. When this amount is paid I shall be prepared to report on the amount to be claimed from the sureties of the contractors, Messrs. Kempster, on the bond.

No. 10.

October 31st, 1871.

Sir,—I have the honour to report that I inspected the work connected with the reconstruction of the steam-heating apparatus of the Deaf and Dumb Institute, Belleville, and found that the contractor, Mr. Rogers, was proceeding with the necessary alterations in a satisfactory manner.

In order to supply the steam heating to the laundry and drying apparatus, a boiler was sent from Orillia to Belleville, also a hot water boiler, both of which have been set in brick work, the steam-heating boiler has been reset, and the boiler house enlarged to suit additional requirements.

Since my inspection I have been informed that the steam-heating pipes in the centre and west wing have been tested and found satisfactory, and the other portions of the work will be completed in about a fortnight from the present time.

As the contractors, Messrs. Kempster declined to take any action in making the necessary alterations, considering that there were no defects, and it was necessary to have the work done before the winter, Mr. Rogers was instructed to proceed with the work in accordance with his report, a copy of which was forwarded to the Messrs. Kempster.

In order to meet the expenditure, the contractors, Messrs. Kempster, having declined to incur any expense, I have the honour to recommend that the sum of two thousand dollars should be placed to the credit of the Department, and that the sum of five hundred dollars should be paid to E. & J. Rogers & Co. on account of their work.

When the alterations are completed the amount for which the Messrs. Kempster will be liable under the terms of their bond, can be collected from them, or retained from their contract for the Blind Institute.

I have the honour to remain,
Your obedient servant,

Kivas Tully,
A. & E.

Hon. John Carling,
Commissioner of Public Works, Ont.

No. 11.

December 9th, 1871.

Sir,—I have the honour to report that the reconstruction of the steam-heating apparatus at the Deaf and Dumb Institute, Belleville, has been completed, and as far as the work has been tested, has proved satisfactory in every respect. Messrs. E. & J Rogers & Co. have presented their account for the cost of reconstruction. As it will take some time to compare the measurements taken by Mr. Price, at Belleville, and as Messrs. E. & J. Rogers & Co. require a payment on account, I would recommend that the sum of $1,000 be advanced to them for work done.

I have the honour to remain,
Your obedient servant,

Kivas Tully,
A. & E.

Hon. John Carling,
Commissioner of Public Works,
Ontario.

perly notified that the steam-heating is insufficient, and if not attended to by them at once, arrangements would be made to complete the steam-heating, and they would be held liable for any expenses that may be incurred in perfecting the work.

I have the honour to remain,
Your obedient servant,
KIVAS TULLY,
A & E.

Hon. John Carling,
Commissioner of Public Works, Ontario.

No. 3.

12th July, 1871.

GENTLEMEN,—I am directed by the Honourable the Commissioner to inform you that, according to the reports of the Architect and Engineer of the Department, the Inspector of Asylums, etc., and the Principal of the Institute, the steam-heating apparatus at the Deaf and Dumb Institute, Belleville, has been thoroughly tested during last winter and spring, and has been found inefficient, and not in conformity with the specification, and to request that you will, in accordance with your contract and the guarantee bond given by yourself and Messrs. J. E. O'Reilly, John Bell, and E. W. Bateman, make the apparatus good and efficient in every respect as soon as possible.

If you will place yourself in communication with the Architect and Engineer of the Department, he will point out to you the nature and extent of the alterations required.

In the event of your failing to do this within one week, the Department will make the necessary arrangements, and will have the work done under its own direction and supervision, and you and your sureties will be held liable for all expenses which may be incurred in perfecting the work.

Your obedient servant,
WM. EDWARDS,
Secretary.

Messrs. C, W. & T. L. Kempster,
Contractors,
Brantford.

No. 4.

BRANTFORD, 13th July, 1871.

DEAR SIR,—By a letter received to-day from the Secretary of the Public Works Department, we are requested to place ourselves in correspondence with the Architect and Engineer of the Department, in relation to proposed alterations of the steam-heating at the Deaf and Dumb Institution, Belleville.

You will, therefore, oblige by informing us of the nature of such alterations.

Truly, yours,
(Signed), C. W. & T. L. KEMPSTER,

Kivas Tully, Esq.,
A. & E.

No. 5.

July 22nd, 1871.

GENTLEMEN,—In reference to your letter of the 13th of July, respecting the heating apparatus at the Deaf and Dumb Institute, Belleville, I have to state that it has not been constructed in accordance with the specification and contract, which state that "the entire heating service to be equal to the warming of the building in every part where applied, to a

temperature of 75° Faht., tested by the thermometer where the external temperature is 10° below zero in a position shaded from the winds."

On several occasions during last winter, the Principal of the Institute reported that the pupils suffered severely from the cold, though only a portion of the building was occupied, and auxiliary heat from stoves had to be applied.

I am directed to state, that unless arrangements are made in one week from this date, to reconstruct the heating service, which I am assured by a skilful mechanic can be done, the reconstruction will be made, and you will be held liable for the cost.

I remain,

Your obedient servant,

KIVAS TULLY,
A. & E.

Messrs. C. W. & T. L. Kempster,
Contractors,
Brantford.

No. 6.

LONDON, Ont., August 22nd, 1871.

KIVAS TULLY, ESQ.:

DEAR SIR.—According to instructions, we went to Belleville about the steam-heating in the Asylum there, and report as follows:—

The most of the coils (if not all) will have to come off and be altered to suit the different rooms. Some rooms are too hot, with no valve to regulate the heat unless you shut off the heat from the halls (and the halls in winter are the most important places to keep warm).

Another serious defect is that the steam is introduced at the bottom of the coils instead of the upper part of the coils. Your Toronto steam-fitters, I think, will corroborate that. Then again, the coils are for the most part far too long. For instance, in one room we went into, it was one continuous coil all round, when it would be far better to make four coils of it. Next, again, there are no check valves on the coils to prevent the condensed water from backing up from one coil to the other. It will take about ninety 1-inch check-valves for that part of it; also, some extra globe-valves on coils. As you intend to put in another boiler for steam to connect with the present one, also, a hot water boiler for bathing purposes, it will be necessary to change the position of the boiler now in use, so as to make room for the other two boilers, also, some little alteration in the walls. We intend, if we do the work, to superintend the setting of the boilers, but do not include any brick-work or carpenter's work. We would like to give you satisfaction on this work, but it will be necessary to know soon, as it is going to take some time to do it, and I am afraid it will be cold weather before we will have it done.

I do not know what bricklayer may be got there, but we had a boiler built up last week by a man here that I would like to do that work, if it was in London, or if we have to do it in Belleville. I don't know that the Government would lose much by sending him there. We believe we have said about all that you require, and the sooner it is decided on the better, for the winter will be on us before the work is done.

We could not, after carefully considering the matter, attempt to touch the job for less than the amount, $800.

Your obedient servants,

E. & J. ROGERS & Co.,

P.S.—If you let us have the men to do the brick and carpenter work that may be required, we guarantee the Government a satisfactory job.

No. 7.

September 2nd, 1871.

SIR.—I am instructed by the Commissioner, to say that your recent tender for certain

ments were made for the completion of the workshops, and boiler house, for the reception of the machinery, also for completing the foundations of the dormitory, and the building of the brick work of the cells, as soon as the bricks required for the purpose were made and burnt with the assistance of the boys in the Reformatory.

The works were again inspected by me on the 15th of September in company with the Inspector of Asylums, when measurements were made for the supply of machinery and steam-heating for the workshop, the building being ready for their reception. An agreement was made with Mr. R. Pearson to build the brickwork of the cells in the dormitory for the sum of $435, for the labour required, and with the assistance of the boys in the Reformatory.

On our return to Toronto, the machinery was selected and forwarded, and workmen engaged to complete the work. When the brick-work of the cells, and other works were done, Mr. Tracy, of this Department, was instructed to make an inspection and report, a copy of which is herewith annexed.

The total expenditure has been $4,489.79, and the re-vote of the unexpended balance $1,919.26 will complete the work previously estimated.

PUBLIC WORKS, TORONTO, Nov. 27th, 1871.

SIR,—According to your instructions I visited the new buildings at the Reformatory, Penetanguishene, on Monday, the 20th instant.

I found the outer walls and roof of the east dormitory finished, and the brick work of cells up to the top of the arches, the floor joists of cells and corridor in place, also the brackets for passsage around cells, so that it is expected the building will be completed in about a week.

The steam-heating in the workshop was in a forward state, all the coils being in place, and only a few connections, which will occupy a few days, necessary to make it complete. The main driving shaft was also fitted up, and the machinery in the building comprising surface planer, tonguer and groover, morticing, tenoning, sash and moulding and drilling machines, circular, rip and cross-cut saws, I found ready to be placed in position and connected, so that the whole of the machinery will be in operation about the 25th instant.

Your obedient servant,

THOS. H. TRACY.

Kivas Tully, Esq., A. & E.,
Department of Public Works.

COURT HOUSE AND GAOL, SAULT STE MARIE.

I inspected this court house on the 17th of August with Sheriff Carney, and examined the works, for which an accountable warrant for $200 was issued, and found the same to be correct.

The total expenditure during the year, including furniture for the court room, has been $845.10, the accounts for which have been duly certified.

The amount required for fencing in the lot, with gate, wickets and a plank walk to the building from the road would be $600. The total length of the fencing required is 48 rods, for which, if approved, an appropriation will be required.

AGRICULTURAL COLLEGE.

Advertisements for the necessary lands were duly inserted in the newspapers, tenders for which were received, and 600 acres of land were purchased near the Mimico station of the Great Western Railway, about six miles from Toronto, at a cost of $45,900

As soon as the site was decided on, the plans were completed, and tenders were received on the 15th of November. The tender of Messrs. H. J. & R. T. Sutton for the sum of $47,900 was accepted, and the building was staked out on the 28th of November. Since that time the contractors have been delivering materials, but owing to the severity of the weather no work could be done on the ground.

The college buildings will be built of red brick, with white brick bases, string courses, and arches over doors and windows, cut stone window sills, slated Mansard roof, and bracketted eaves.

The front building will be 93 feet in length by 50 feet in width, and three storeys in height besides the basement, containing the president's apartments, professors' rooms, library, lecture rooms, museum, chemical laboratory in the basement, and drawing rooms in the upper story. This building will be connected with the rear building or dormitory portion by means of covered passages fifty feet in length by ten feet in width on the basement and ground floors.

The dormitory, 120 feet by 53 feet, and three storeys in height, will contain accommodation for 100 students, besides professors' apartments, with large dining room, kitchen, scullery, wash-room, &c., in the basement. The steward's apartments and attendant's rooms will be in the rear portion of the dormitory, with separate stairs.

The buildings are specified to be completed on the first of January, 1873.

In addition to the re-vote of the unexpended balance of $52,650 the sum of $44,774 will be required for drainage, water-supply, heating apparatus, farm buildings, fences, roads, plans and superintendence, furniture, planting, &c., estimates of which have been made, to be included in the appropriations for 1872.

College of Technology.

Plans were in course of preparation for a building to be erected on the Normal School grounds when the directors of the Mechanics' Institute offered to sell their lots and buildings to the Government, which, after some negotiation, were purchased for the sum of $36,500. When possession was given the necessary arrangements for repairs and internal fittings were made. On examination it was found that the roof was in a leaky condition, the brick work on the upper portions of the walls not being sufficiently protected by the cut stone eaves and galvanized iron gutters. Plans and specifications were drawn up and submitted to competition. The tender of Messrs. Walsh and Loveys for $2,990 being the lowest was accepted on the 8th of November last, and since that time the work has been progressing, but not under the most favourable circumstances, as the weather for many days was too severe for outside work. The roof has been covered with galvanized iron, the cut stone and moulded wood eaves lined with galvanized iron, the old tin down pipes, being too small in diameter have been removed and replaced by galvanized iron down pipes of a larger diameter. The brick work also on the outside has been twice painted. Workmen have been employed fitting up the assay room in the basement, and preparing fittings for the chemical laboratory according to plans prepared from the instructions of Dr. Machattie, who furnished a report as to the requirements of the proposed institution.

Agreements for some portions of the work have been made where practicable, but the greater portion had to be done by day's work, under the superintendence of Mr. Lee, who has been acting as clerk of the works.

It is expected that the whole of the works will be completed during the month of February next, so that the college may be opened in April—some time being necessary for the arrangement of the apparatus, which has been ordered for some time, and is now ready to be placed in the cases.

The capacity of this building is so well known throughout the Province that a detailed description is not necessary at present further than to state that ample accommodation will be afforded for the classes in mathematics, engineering and surveying, chemistry and metallurgy, architecture and drawing, geology, mineralogy and botany, etc.; the lecture rooms for modern languages and workshops being dispensed with for the present.

The re-vote of the unexpended balance of $11,490.66 will be sufficient to meet all expenses.

No. 12.

Toronto, Nov 27th, 1871.

Sir,—In accordance with your instructions I have examined the steam-heating apparatus, put up by Mr. Rogers in the Deaf and Dumb Institute, at Belleville, and beg leave to report that I found it in good working order. The various connections appeared to be sound, as I could not perceive any escape of steam from the joints, nor escape of water from the condensation pipes. The whole work appeared to be well arranged for heating the building, either as a whole, or in three separate divisions, viz , the east, west, and the north sections of the building, and the same sub-divided so that separate apartments of each section could be heated.

The pipes for the condensation water are so arranged that it is brought back in two separate main pipes, one taking the lower portion of the building and the other main taking the upper part of the building, and returned into the supply tank, and from thence into the boilers under a steam pressure of 30, or pumped into the boilers if steam over that. When starting steam in the morning it has been worked up to 60, but the usual working power is from 25 to 30.

The workmanship as completed seems to be well done, but as to the heating efficiency, that requires a test of time and weather to prove; I am of opinion the result will be favourable and satisfactory.

The supply pipes from the bay to the engine house have been made more secure from frost by extending the covering to a distance of thirty feet beyond last year's work, also an additional covering has been put on the pipes up to the engine-house, which will secure the outer pipe from frost.

The pumping engine requires more protection, which can be done by having inside doors and windows to the engine-house, the walls battened and the ceiling plastered or boarded. A large amount of injury and inconvenience may arise if the pumping engine is frozen up.

A portion of the cloak flashing on the roof of the main building round the chimnies, the tower, and over the tanks of water-closets remains undone (as formerly reported), the contractor not having done it as he promised to do.

The eave-gutters are broken away in some places—the accumulated snow and ice in the long valleys, when loosened by moderate weather, shoves down with great force, and breaks the gutters away from the brackets.

The shrinking of timbers where wood-work and brick-work join together, has broken away the plaster in several places and has a bad appearance, and should be mended.

All of which is respectfully submitted,

Your obedient servant,
(Signed), James Price.

Kivas Tully, Esq.,
Architect & Engineer.

No. 13.

Department of Public Works, Ontario,
Toronto, 28th December, 1871.

Sir,—I have the honour to report that Messrs. E. & J. Rogers & Co. have completed the re-construction of the steam-heating apparatus of the Deaf and Dumb Institute, Belleville, in a satisfactory and workmanlike manner, the heating arrangements being now in good working order, having been examined and reported on by Mr. Price, the former Clerk of the Works.

The total cost of the reconstruction for which the former contractors, Messrs. C. W. & T. L. Kempster, are liable, according to the terms of the bond, has been $2,329.27, on which the sum of $500.00 has been paid, leaving a balance of $1,829.27 due to them.

In order to defray the expenses of the re-construction, the sum of $2,000.00 was appropriated from the item of "Unforeseen and Unprovided," in the estimate of 1871, but as this

amount has been exceeded, I have the honour to recommend that the sum of $1,300.00 (thirteen hundred dollars) be paid to Messrs. E. & J. Rogers & Co., on account, leaving the balance of $529 27 to be provided for in the estimates of 1872.

I have the honour to remain,

Your obedient servant,

KIVAS TULLY,

Architect & Engineer.

Hon. A. McKellar, M.P.P.,
Commissioner of Public Works,
Ontario.

A contract was entered into with the Belleville Gas Company, for the sum of $4,000, for constructing pipes from the town to the building, for the supply of gas at the usual rates. The pipes having been laid according to contract the amount was paid to the Gas Company last year.

The Inspector of Asylums, etc., recommends that a workshop should be constructed, and sundry alterations made in the rear building, and other works, for which, if approved, additional appropriations will be required.

BLIND INSTITUTE, BRANTFORD.

The contractors for this building, Messrs. C. W. & T. L. Kempster, the same firm that erected the Deaf and Dumb Institute, had made considerable progress towards the completion of the building during the last year, the first of November last being the time specified for the full completion of the work, but owing to serious financial difficulties they made an assignment in the latter part of December, and the clerk of the works was instructed on the 29th of December to take possession of the works and materials on the ground and make out a list of the same, also an estimate of the cost for completing the building. On the 12th of January advertisements appeared calling for tenders which were sent in on the 20th. The tender of the Messrs. H. J. & R. T. Sutton, of Brantford, for $14,775, with the materials on the ground according to a printed list, and the use of the plant, being the lowest, was accepted. The contract has been signed, and the work is now progressing rapidly and will be, it is expected, completed on the 14th of April next, according to the terms of the agreement. In consequence of the failure of the contractors, the appropriation on account of this work will be exceeded, as usual in such cases as experience has proved: what the exact amount will be cannot be stated at present as there are several alterations, principally omissions, which would reduce the amount of the former contract, and some further alterations are required by the Inspector of Asylums, &c., which will increase the cost.

A sufficient amount to cover the cost of the completion and the additional work will have to be included in the estimates of 1872.

A contract was entered into with Mr. Mann on behalf of the Gas Company of Brantford to lay the pipes for the supply of gas to the building for the sum of $2,747, for which an appropriation of $4,000 was made, and the work having been reported satisfactory by the clerk of the works, the amount has been paid to the Gas Company according to contract.

The Inspector of Asylums, &c., recommends that a brick workshop for sundry manufactures should be constructed, for which, if approved, an additional amount should be included in the estimates.

A lithographed plan and perspective view of this building with a letter press description was included in the report of Public Works for 1870, it is therefore unnecessary to repeat them in this report, particularly as the Inspector of Asylums has reprinted the description in his annual report.

REFORMATORY, PENETANGUISHENE.

The works connected with the building of the dormitory and workshops were inspected by me with the Inspector of Asylums on the 15th of March last, when arrange-

The over-expenditure on these buildings was $7,261.77, and the amount required for furniture, steam-heating apparatus, superintendence and plastering the walls of the Model School, will be $3,318.00, which should be included in the estimates for 1872.

Repairs to Normal School Buildings.

The appropriation for the ordinary repairs of these buildings for the sum of $1,600, has not been exceeded, according to the certified accounts in this Department.

According to instructions, Mr. Price, the Clerk of the Works, examined the roofs of the Normal School, and it was found that the shingles were so much decayed it would be necessary to have them taken off, to prevent further damage to the ceilings, in consequence of the leaks, and an estimate for covering the roofs with slate has been made. The tin decks were also found to be rusted, and it is proposed to replace them with galvanized iron. The cost of these repairs will be $1,200. The cost of the ordinary repairs under the usual headings for carpenter work, tinsmithing, smith's work, plumbing and gas fitting, painting and glazing, bricklayer's and slater's work are estimated at $1,500. To replace the tin deck roofs on the Education Office, which are also out of repair, line the stone gutters with galvanized iron, and repair the plank walks in front, will cost $1,500, all of which amounts should be provided for in the estimates of 1872.

Administration of Justice.

Repairs to Osgoode Hall.

The work done at this building consisted of some fittings to the vault, plumbing, painting; glazing and furniture, the whole amount being $284.56, the appropriation for repairs being $500.

An appropriation for furniture, matting, carpets, etc., for the Court of Chancery, should be included in the estimates for 1872.

Registry Offices, Parry Sound and Thunder Bay.

Under this head the sum of $4,000 was appropriated in 1871, for registry offices, lock-up houses, and purchase of ground at Parry Sound and Thunder Bay. Plans and specifications were drawn for the necessary buildings for those districts. The registry office, court room and lock-up at Parry Sound are in one building, which was constructed by Mr. John McClelland for the contract price $1 675, after the usual advertisements, his tender, being the lowest, having been accepted, and the work has been satisfactorily done according to the report of Mr. Tracy who inspected the building. The total expenditure for 1871 has been $1,715.20.

A further appropriation for $700 will be required for 1872, for the payment of the land purchased at Parry Sound, for fencing, furniture, superintendence and contingencies.

Owing to the remote position of Prince Arthur's Landing, and the difficulty of procuring contractors to undertake the work required for the construction of the Registry Office and Court room, at Thunder Bay, it was considered to be more economical and expeditious to employ workmen and purchase the material, so that the building might be completed for occupation by the Registrar before winter. I inspected the work in August last, and found that it has been done in a satisfactory manner, but at an expense beyond the appropriation. When the building was commenced, the Registrar, Mr. VanNorman, found it necessary to clear twenty-five acres of land round the site to prevent the fire in the adjoining woods from extending to the building, which caused an unforeseen expense of about $1,000, the total expense for the year being $1,994.85.

To pay sundry accounts for clearing the land and the construction of the building, the sum of $2,000 should be included in the estimates for 1872.

The sum of $300 will also be required for the purchase of an iron safe for Thunder Bay, for keeping deeds and other registered papers.

The Inspector of Asylums and Prisons recommends that a lock-up of a substantial character should also be erected on the cleared land near the Court House, the temporary building inside the stockade being quite insufficient for the purpose. The cost of the new building would be $1,500.

Upper Canada College Buildings.

The contractor for the work connected with the restoration of these buildings has not prosecuted the building operations as rapidly as should have been done, the masters' residences not having been completed until April, and the principal's residence until July last.

There are several deficiencies in the work which require attention, but owing to the failure of the contractor they have not been rectified. The architect employed has not yet reported respecting the completion of the work, nor sent in the final accounts of the contractor. He has been instructed that the deficiencies will have to be made good by the employment of other workmen, and the cost charged against the balance due to the contractor.

In September last the contractor's claims for additional work done at the boarding house, were referred to the Department. After an investigation of the same, and hearing the explanation of the architect, the report of the committee of the senate of the University of Toronto was affirmed, and the sum of $1,543.40 was recommended to be paid to the contractor, Mr. Moulds, in full of all demands in connection with the work.

Miscellaneous.

When the Association of Medical Superintendents of Lunatic Asylums on this continent held their annual meeting at the Toronto Asylum, it was decided to hold an adjourned meeting at the Asylum for the Insane, London, for the purpose of inspecting the buildings recently erected; and by the direction of the Commissioner I attended at both of these Institutions for the purpose of giving any information that might be required respecting the buildings.

The following resolutions will explain their impressions, after an examination of the asylums at Toronto and London, which cannot but be considered as most flattering, considering that the meetings were attended by the ablest leading superintendents in the Dominion and the United States:—

"That our eminent and respected colleague, Dr. Joseph Workman, has won the honourable position he holds in our speciality by a wise, comprehensive appreciation of the multiform duties of his arduous office, and by a courageous energy which has continued unappalled in the face of no slight obstacles we now readily understand after personal inspection of the great institution over which he so worthily presides; we recognize in its vast dimensions, the spaciousness and comfort of its apartments, in the tasteful adornment of its grounds, and the systematic provision of out-door occupation and amusement of its patients, the serious nature of the problem committed to him, and the masterly skill with which he has solved it.

"That we rejoice in the opportunity afforded us for a thorough inspection of the new asylum at London, lately opened for occupation under the rare judgment and good taste of our skilled and genial associate, Dr. Henry Landor, with its attractive exterior, its spacious wards, well arranged, amply lighted, comfortably furnished, admirably ornamented, lacking no essential of a complete and attractive home, with not a dollar expended for mere display: it presents an hospital in the true sense of the term, creditable alike to the head and heart of its able and experienced superintendent, and to the liberality of the Government and people who have authorized its construction, as year after year it shall silently perform its great work of Christian charity; the citizens of this Province will find more and more cause to be satisfied with the expenditures so liberally, yet wisely made, and with the clear head and kind heart to which they have entrusted its management.

"Fortunate are the people of Ontario that they can point to two such noble hospitals as these at Toronto and London, and to two such able, intelligent, and devoted superintendents as Drs. Workman and Landor. We shall return to our homes with a more abiding interest and increased zeal in our chosen calling for having visited our brethren across the border."

The medical superintendent for the hospital for insane, Nova Scotia, Dr. De Wolf, also attended the meetings, and as the Legislature of that Province intend making additions to the hospital at Halifax, made sundry enquiries as to details of construction, and requested some information from the Department, which the Commissioner instructed me to give, which the following correspondence will explain:—

Central Prison.

Before the site of the proposed prison was finally determined the plans and specifications were prepared and approved, in compliance with Section 3 of 34 Vic., Chap. 17, for the establishment of a Central prison for the Province.

The usual advertisements were inserted, and several tenders from contractors were received; Mr. John Elliott's tender, for the sum of $129,321.00, was accepted, and the contract signed on the 13th of September last.

The buildings included in the contract consist of a centre building and two wings, two work-shops, warehouse, and stone wall round the buildings, and the whole of the work is to be completed on the 1st July, 1873.

The centre building will be 100 feet in front, by 80 feet in depth, and three storeys in height besides the basement.

In the basement will be the kitchen, scullery, store-room, warden's kitchen, and solitary cell in case the same should be required; on the ground floor, the office, reception-room, store-room and large dining-hall for the prisoners will be situated; the first floor is arranged for the chapel and warden's apartments, with the hospital, surgery and attendants' rooms over head on the second floor, the dining room and chapel having separate entrances from the wings so that the prisoners will pass direct to these apartments.

Each wing will be 163½ feet long, 53 feet in width, and 28 feet in height from floor to ceiling, lighted by eleven windows 20 feet high and 5 feet wide, enclosing 126 cells, 252 in all; each cell being 8 feet long, 5 feet in width, and 8 feet in height to the crown of the arch, with a separate ventilating pipe four inches in diameter leading from each cell to a brick chamber in the roof connected with five ventilators, three feet square, in the roof of each wing; the number of cubic feet in each cell will be 300, as the front of the cells will have iron grated doors, the cubic space included in the corridors, round the cells, may be added, which would increase the quantity of cubic feet for each prisoner to 1,600. For sanitary reasons, it is necessary to be particular on these points, as much attention has been given to the subject for some years past, and the Imperial Commissioners for Colonial Hospitals and Lunatic Asylums recommend that 1,000 cubic feet of space should be allowed in associated wards, and 1,500 cubic feet for single rooms in temperate climates, one-quarter more where the climate is tropical, with thorough ventilation. In the Pentonville prison, three miles north-west of London, England, the cells are 13 feet long by 7 feet wide, and 9 feet high, containing about 820 cubic feet of space, and thoroughly ventilated; this quantity does not include the central corridor space, and the cells are constructed adjoining the outside walls with external windows for air and sunlight, with balconies on the corridor sides.

The plans have been constructed on what is termed the "Charleston, or Auburn system," which is generally adopted in the United States, the penitentiary at Kingston being also constructed on a similar plan, which is considered to be more secure for the custody of the prisoners, and to require less supervision in consequence of the additional security. My professional experience and judgment are in favour of the Pentonville plan, which is considered to be the model reformatory prison of England, and probably of the world, the plan having been adopted after much discussion and the most mature consideration by the Imperial authorities; these matters were discussed with the Inspector of Prisons and Reformatories, after visiting some of the penal institutions in the State of Michigan, last spring, before the plans were prepared, and his opinions are fully expressed in his annual report.

Access to each cell from the ground floor will be obtained by balconies round the outside walls supported on cast iron bearers, and by an ingenious arrangement the whole of the cell-doors in each wing will be bolted by the movement of one lever after the doors are locked; the floors of the wings will be flagged, and the ceilings arched with brick, each cell being also arched with brick and floored with wood on concrete; each wing will be heated by circulating iron steam pipes and coils attached to the outer walls, steam being supplied from boilers in the basements of the work-shops.

In the rear of each wing and at right angles, 40 feet distant, will be the work-shops, 200 feet long, 50 feet in width and two stories in height with basements for the steam boilers, &c.

At the end of each work-shop nearest the wings, the steam engine for driving the machinery will be placed, and at the farthest end latrines and urinals, with entrances from the enclosed court-yard.

The warehouse will be 140 feet in length and 40 feet in width, two storeys in height, parallel to the centre building and wings, and 240 feet distant; it is intended for the reception, and storage of raw material, and articles manufactured in the prison.

A stone wall, 22 feet in height, will extend from the end of each wing to a distance of 338 feet in the rear of the centre building and wings, enclosing the work-shops and warehouse, and 50 feet outside the latter buildings.

The site of the prison will be west of Strachan Avenue, between the Great Western, and Grand Trunk and Northern Railways, on 25 acres of the land recently purchased from the Dominion of Canada for Asylum purposes, and as the main drain and water supply to the Toronto Lunatic Asylum pass through the eastern portion of the grounds, the drain will be available for sewage, and the proposed separate water supply pipe can be laid alongside of the present pipe from the engine house to the Asylum, the pumping engines being of sufficient power to supply both buildings.

The contractor has excavated the foundations for the centre building and wings and the work-shops, and is now delivering large quantities of materials on the ground to commence building operations as early as the weather will permit in the spring.

In consequence of the uneven character of the site some additional foundations will be necessary; one work-shop will be built on low ground for the whole length, and the plans have been altered so that the basement will extend under the building, and will be available for laundry and bathing purposes.

Additional filling, near the south work-shop and also on the east in front of the main building, will also be required.

On laying out the building it was found also, that the only manner in which the surface water passing through the grounds from the south side of the Grand Trunk and Northern Railways, could be carried off was by the construction of a brick drain 3 feet in diameter, over which the approaches to the prison could be made, and to permit the ground to be filled up in front of the buildings.

Estimates for these additional works and for machinery, etc., have been made, amounting to $61,357.96, and are recommended to be included in the appropriations for 1872.

The additional amount of $1,761 will also be required to pay for 6½ acres of land recently purchased from the Dominion Government, on the east and south sides of the site, making in all $6,761 for land.

The re-vote of the unexpended balance, $139,074.04, with the above mentioned amounts, making a total of $200,132.00, will be sufficient for the work during the present year.

NORMAL AND MODEL SCHOOLS.

The estimate for the enlargement of the Model Schools, propagating house and furnace, and storehouse, etc., on which the appropriation of $12,600 was based, was made about the end of December, 1870. The dimensions, according to a sketch made at that time and attached to the details of the estimate, were 180 feet by 64 feet, and to be one storey in height. It was requested in the communication from the Superintendent of Education, dated December 20th, that the building should be two storeys in height; the estimate, however, remained unaltered. After the appropriations were made another estimate was made on the 17th of April, for the enlargement only, the length remaining the same, but the width to be 13 feet more, and two storeys in height, as requested, and the cost was found to be $12,000; it was, however, decided to advertize for tenders, and Mr. Elliott's tender for the sum of $15,537 was accepted, and the Government decided, on the request of the Superintendent of Education, in a communication dated June 20th, to go on with the work.

The steam heating and furniture, except the alterations to the galleries, which are fixtures, were not included in any of the estimates.

The Model Schools were opened for pupils about the 14th of November, but the propagating house, store and tool-houses will not be completed until the early part of next month.

The detailed drawings, to which reference is made in the communications, were also furnished with the assurance that if any further information could be afforded, the Department would furnish it with much pleasure at any time.

INSPECTION OF STEAM BOILERS, &C.

Your attention is respectfully requested to the following report made during last year to your predecessor, giving the reasons for the necessity of making some provision for the annual examination of the steam boilers now in use in the various public buildings under the control of the Department, and also to determine the proficiency of the parties in charge of them.

In 1859, the Parliament of Canada passed an Act, 22nd Vic. Chap 45, respecting "the inspection of steam-boats; and for the greater safety of passengers by them."

In compliance with the provisions of the Act inspectors were appointed to test steam-boat boilers, at least once in every year, and to examine engineers or other persons in charge as to their qualifications, and if the examination proved to be satisfactory to give them certificates for one year.

In addition to the duties prescribed by the Act, permission was also given to the Board to examine land boilers, and to test the qualifications of others besides steam-boat engineers, much advantage has been derived, and several parties have availed themselves of the permission, to the prevention, no doubt, of many explosions and much loss of life.

In order to make the examinations compulsory, and to extend the provisions to land boilers and engineers, and others in charge of them, it would be very desirable to have an Act passed by the Legislature of Ontario to meet the necessity for proper protection of life and property.

(No. 3.)

July 19th, 1871.

SIR,—I have the honour to report that as there are several public buildings in the Province under the control of the Government. comprising those which have been transferred by the Union Act of Canada, some recently completed, and others in course of erection, or to be erected, in which steam boilers are or will be used for heating purposes, for pumping water, or driving machinery, in the management of which experienced engineers and assistants should be in charge, the security of life and property being dependent on the skill and attention of the parties in charge, and the state of repair of the boilers, I would respectfully call your attention to the necessity of the Government being assured of the efficiency of the parties in charge and the condition of the boilers, particularly as the appointment of the engineers and assistants are made by the authorities in charge of the various institutions, and the repairs of the boilers are chargeable to maintenance and under the control of the various authorities—subject of course to the approval of the Provincial Government.

The inspector of steam-boat boilers, appointed by the Dominion of Canada, has authority to examine and test land boilers, and to grant certificates to engineers and others on examination as to their qualifications, his charges for such duties being $20 for each building in the City of Toronto, and travelling expenses to any other part of the Province, and $5 for the examination of each engineer or assistant, including certificate, the examination to be held in Toronto.

The Inspector, Mr. Risley, informed me that he has tested, and certified to the safe condition of the boilers at the Normal School Buildings, four in number, but the persons in charge of the boilers have not received certificates and I am not aware that, any engineer or assistant in charge of the steam boilers connected with buildings under the control of the Government, has ever passed an examination, or received a certificate of qualification.

The buildings transferred by the Union Act of Canada, in which steam boilers are used or connected consist of the Lunatic Asylum, the Normal School, the Law Society and the University, all in the City of Toronto.

The buildings recently erected consist of the Lunatic Asylum, London; the Deaf and Dumb Institution, Belleville; and the additions to the Provincial Reformatory, Penetanguishene; in all of which, or attached thereto steam boilers are used.

The buildings in course of erection consist of the Blind Institution, Brantford, and the Idiot Asylum, London, and the buildings for which appropriations have been made, and which will be erected in a short period, consist of the Central Prison, and the Agricultural and Technical Colleges, in all of which steam boilers will be used for heating purposes, pumping water, or driving machinery.

The number of steam boilers at present in use is twenty, requiring the care of ten engineers or assistants, and when all the buildings as above-mentioned are occupied, the total number of steam boilers will be about thirty, with twenty engineers or assistants in charge of them.

As this is the proper time for examining and testing steam boilers, I would recommend that communications be forwarded to the various authorities directing them to take the necessary measures for testing the boilers and to require the engineers and assistants to procure certificates of qualification.

I have the honour to remain,
Your obedient servant,
KIVAS TULLY.
A. & E.

Hon. John Carling,
Commissioner of Public Works, Ontario.

PUBLIC WORKS.

The report of the assistant engineer gives full details of the several public works for which appropriations have been made, and the amounts necessary to complete the same.

The lock on the Rosseau River was not completed until late in the season owing to the difficult character of the work contracted for, consisting of gneiss rock, and the scarcity of skilled persons in such a remote locality.

The final measurements and certificates have been given, but in consequence of the delay in completion, and the expense in providing the necessary machinery, a further appropriation will be required for dredging and other works.

The lock at Young's Point was completed in the early part of the season but was not required until September, when the steamer "Chippewa" made several trips from Lakefield to Julien's Landing on Stoney Lake.

There has been a small over-expenditure on this work and an additional appropriation will be required to remove some boulders below the lock which interfere with the navigation of the river.

The lock between Balsam and Cameron Lakes, which will be of wood, will be completed in the spring. An additional appropriation will also be required for this work as mentioned in the report.

The works on the Scugog River being of a varied and complicated character, the resuscitation of the traffic requiring greater accommodation for the numerous steamers now plying on Sturgeon and Scugog Lakes, in the expectation of a large increase in the lumber trade between the Fenelon Falls and Port Perry, the terminus of the Whitby and Port Perry Railway, the principal steamboat proprietor is now building a steamer of larger dimensions than those now on these lakes, and no doubt other vessels will be built, for the convenience of which greater improvements will be necessary. For the present year, the sum of $2,000 will be necessary for dredging, &c., in addition to the re-vote of the unexpended balance $2,224.79.

The improvements contemplated and partly commenced on the Pigeon River, are intended to connect the navigation on Buckhorn, Chemung, Sturgeon and Pigeon Lakes, with Omemee, a station on the Midland Railway, and which is expected to facilitate the lumber trade between Buckhorn and other points and Port Hope.

(Copy.)

No. 1.

NOVA SCOTIA HOSPITAL FOR INSANE,
HALIFAX, June 26th, 1871.

Honourable John Carling,
Commissioner of Public Works,
Toronto.

SIR,—In reference to your very kind offer to afford such advice and suggestions relative to the extension and completion of this Hospital as might occur to your worthy architect and engineer, Mr. Tully, on inspection of the specifications; I am instructed by the Honourable W. Garvie, Commissioner of Public Works and Mines of Nova Scotia, to thank you sincerely for this courtesy, and I am further desired to state that if in any way the Department here can reciprocate it will at all times be most cheerfully done.

As there is a probability that tenders for the work will shortly be advertised for, I am unable to send the plans, or even without considerable delay, a tracing of them. I enclose, however, a small lithograph of the ground plan, with a red mark designating the portion yet unbuilt. The plan in its general features, is similar to that of the Hospital for Insane at Washington, of which it is almost a copy.

The points on which I am personally most desirous of information are matters of detail, as for instance:

1. The best mode of securing windows from injury; whether by adopting sliding or moveable shutters, or by using glass of extra thickness, or both; avoiding window screens or guards as unsightly and dangerous.
2. The best locks to keep windows open or shut.
3. The best way of finishing the walls of corridors and dormitories so as to prevent their being damaged by destructive patients.
4. The best preparation for coating the inside of wrought iron tanks, so as to protect the iron without contaminating the water.
5. The plan of introducing external air to the coils of steam-pipe in the several corridors, and how the inlet is controlled.
6. The mode of conducting the vitiated air from the dormitories to the ventilators and turrets in the roof, without a return current.
7. The possibility of making a cupola impervious to rain and snow, and how to prevent its leaking in stormy weather.

For such instructions on these and kindred topics as Mr. Tully can conveniently impart, I shall feel deeply indebted; doubting, meanwhile, whether I may not be asking too great a favour.

Before closing, I would beg to state that the Asylum at London, excellently arranged as it is, and presenting many points of special interest, proves how much can be done with moderate means when judiciously and economically administered. It reflects great credit upon the architect, and Ontario may well be proud of her new Asylum.

Permit me to return my best acknowledgments for the courtesy and hospitality extended by the Government to the Association of Superintendents recently convened at Toronto. Our American confreres were delighted with their reception.

I have the honour to be, Sir,
Your very obedient servant,
(Signed) JAMES R. DE WOLF, M.D.,
Superintendent.

No. 2.

July 14th, 1871.

SIR,—I have the honour to report that in accordance with your instructions respecting the application from the Honourable Commissioner of Public Works, Nova Scotia, by Dr. De Wolf, Medical Superintendent of the Hospital for the Insane, Halifax, for advice and suggestions relative to the extension and completion of the hospital, I have carefully examined

the small lithographed plan and printed specifications, and submit the following answers to the several questions proposed by Dr. De Wolf:

1. In cases of refractory patients, the best method for securing the windows from injury would be sliding shutters, for which provision has been made in the specification, but would recommend that the shutters should be constructed to slide horizontally in the hollow wall-spaces on small rollers, and to be locked in a similar manner to those in the London Asylum, which, I presume, Dr. De Wolf inspected when he visited that institution.

For ordinarily quiet patients, cast-iron sashes, similar to those in use in London, would, I consider, be a sufficient protection, the adoption of wooden sashes would hardly be considered prudent by the majority of Medical Superintendents of Asylums.

2. The best locks for keeping windows open or shut are those which were designed by me for the Lunatic Asylum in Toronto, and in use in that building, and at London—when I state they are the best, I would explain that I am not aware of any other lock that could be adapted to the intended purpose.

3. The specification fully provides for finishing the walls of corridors and dormitories to prevent damage.

4. The only preparation which I have seen used for coating the inside of iron tanks is red-lead, and if it is allowed to harden well before the tanks are filled with water, there will be very little contamination.

5. The air can be admitted through openings in the external walls to the coils of steam-pipe for ventilation, and the openings controlled by means of circular cast-iron gratings with slides fitting close, the grating to be inserted in the external and internal faces of the walls, and they can be opened and shut in the usual manner.

6. The hollow spaces in the walls as specified, afford an excellent means of carrying off the vitiated air, into which cast-iron gratings, with slides nine inches wide, can be inserted at any point that may be desired; but unless those spaces communicate under the floors or in the roofs with an upcast shaft connected with a boiler flue, a return current will be unavoidable.

7. Storm sashes should be fitted on the inside of all openings in a cupola or turret, and hinged so as to be closed in winter or previous to rain storms, the bases to be covered with galvanized iron on the outside. I would remark, in reference to the sliding shutters and iron sashes, tracings of the detail drawings of the London Asylum could be made and forwarded to Halifax if required.

The specification is carefully drawn, indicating practical knowledge and professional skill, and the adopted plan of the Government Hospital for the Insane, Washington, U. S., embraces all the modern arrangements and improvements requisite for the comfort, health and safe keeping of patients having visited that institution in 1865, I can speak personally of the completeness of the plan and details.

In conclusion, I would suggest that glazed tile pipes, or brick chambers should be constructed in the roofs, instead of wooden ducts for ventilation (page 6) as in case of fire in any of the apartments the sparks would be certain to ascend to the roof and the destruction of the building would be inevitable. This arrangement was carried out in the construction of the front building of the Toronto Lunatic Asylum, but was found very dangerous as before stated, and altered to tile pipes and brick chambers as suggested, and has been found quite satisfactory.

I do not notice that any provision is made in the specification for ventilating the traps of the water closets. The only efficient method for doing so completely, is to connect the spaces over the traps with a smoke flue, by means of a galvanized iron pipe three inches in diameter in the building, and under ground with a glazed tile pipe three inches in diameter, the joints to be made quite air tight.

This method has been in successful operation for several years at the Lunatic Asylum, Toronto, and also at the Government Hospital, Washington.

I have the honour to remain,

Your obedient servant,

KIVAS TULLY.

Architect and Engineer.

Honourable John Carling,
Commissioner of Public Works,
&c. &c., Ontario.

The above works comprise the improvements of the inland waters of the Trent navigation above Peterboro', and are calculated to promote the settlement of the country north of these waters, including the several townships which were recently set apart as Free Grant Lands.

TRANSFER OF LOCKS AND DAMS.

By permission of the Dominion Government the control of the Lindsay Lock on the Scugog River was assumed by the Province in 1870, when the sum of $21,000 was appropriated by the Legislature for rebuilding the lock, improving the Scugog River, and building a swing bridge. The lock and swing bridge were completed in the early part of 1871 and used for the purposes of navigation during the whole of last season, but owing to the bad condition of the dam at Bobcaygeon, as stated in the report of the Assistant Engineer, the level of the water on the mitre sill was reduced two feet, practically closing the navigation during the busiest portion of the season, and rendering the construction of the lock almost useless. It is a matter, therefore, of grave consideration whether the control of the navigation above Lakefield, near Peterboro', to Balsam Lake, should not be assumed by the Province, and application made to the Dominion Government for a formal transfer of the locks, canals, slides and dams between these two points.

The river Trent below Rice Lake has been handed over to a company who are interested in the descent of timber on the river Trent to the Bay of Quinte, and as this portion has never been used for the purposes of navigation it would not be required.

CUT BETWEEN LAKES JOSEPH AND ROSSEAU.

The cut between Lakes Joseph and Rosseau, to complete the connecting link required for the navigation between Lakes Joseph, Rosseau, and Muskoka, as explained in the Public Works Report for 1869, was completed during last season with the exception of a small amount of dredging, for which the unexpended balance will be sufficient.

WASHAGO AND GRAVENHURST ROAD.

The Washago and Gravenhurst Road is now in good travelling order, and would have been fully completed last year but in consequence of the fires in the woods some of the crossways were burnt and an additional appropriation will be necessary to replace them and cover the cost of repairs. A good wharf and store house have been built at Washago, which have proved a great convenience, and were much required.

KAMINISTAQUIA RIVER WORKS.

As explained in the assistant engineer's report, the contractor for the dredging at the Kaministaquia River, according to his statement, was unable to get the dredge to Fort William before the close of the navigation. The dredge is now at Duluth and will be towed to Fort William as early in the spring as the weather will permit, and it is expected that the work will be fully completed before the close of the season. An amount of $6,000 in addition to the re-vote of the unexpended balance will be required, as explained in the report.

SYDENHAM RIVER WORKS.

The Sydenham River Works, which comprise the clearing of drift and sunken timber, logs, roots, &c., will when completed enable a larger class of vessels to pass from Lake Saint Clair to Dresden, a distance of about twenty miles.

The improvements on this river, as well as on the Kaministaquia, being on the main line of the St. Lawrence navigation, which has been placed under the control of the Dominion of Canada by the Union Act, should properly be undertaken by the Dominion, but as those improvements are of much importance, and, in the case of the Kaministaquia River, a matter of necessity, the delay and uncertainty of an application to the Dominion Government would seriously retard the progress of the localities which the improvements are intended to benefit, but for the future it would be advisable to refer all similar applications to the proper authorities.

NOTTAWASAGA RIVER WORKS.

The clearing of the heavy jams of timber and the deepening of shoals in Nottawasaga River, which are explained in detail in the assistant engineer's report, will, it is expected, be of much benefit in allowing the floods in the spring and fall to pass off without overflowing the banks of the river, as well as improving the navigation, which will be available for small steamers from the Town of Angus on the Northern Railway to Jack's Lake, about twenty miles, and it is the intention of some parties to place a small tug steamer on this river as represented by them when the application for the improvement was made.

BRIDGE AT PORTAGE DU FORT.

The plans of the bridge across the Ottawa River at Portage Du Fort, for which an appropriation of $4.000 was made by the Legislature in 1871, were submitted to the Commissioner for approval late in the year, and the Minister of Public Works for the Dominion was notified that the plans were approved, and that the amount would be paid after official inspection on the completion of the work. A re-vote of the appropriation will be required in order to carry out this arrangement.

DRAINAGE WORKS.

The works connected with the drainage of marsh lands, have progressed in a satisfactory manner during the year with a few exceptions, the weather being very favourable for such operations. The only contract which has been fully completed was that by Mr. W. Kingsford, C. E., in the Township of Russell and County of Russell, and the work has been done to the entire satisfaction of the assistant engineer and superintendent. The advantage of the construction of the main drains in this and other townships is already beginning to be realized in the increased value of the lands, and in many instances lateral drains have been constructed from the adjoining lots into the main drains.

The whole of the works connected with the present contracts in the several townships will, it is expected, be completed this year, when a full report can be made of the number of acres drained, and the cost of drainage. The official arbitrators can also be notified to make the necessary examination and assess the amounts to be charged to many of the townships as the works are completed.

DRAINAGE SURVEYS.

In compliance with the request of the townships councils, examinations have been made of a large quantity of marsh lands as explained in the report of the assistant engineer but as some of the surveys have not yet been finished, a complete statement cannot be given of the value of the proposed improvements, in one instance the cost of the work is considered to be in excess of the value of the area of land to be drained, and in others the improvements would be of a doubtful character.

It is very desirable that the surveys should be continued as the applications are made, in order to determine the quantity of marsh lands in the Province, and to ascertain those portions which would be most benefited by the expenditure so liberally provided by the Legislature for such works.

SETTLEMENT OF FREE GRANT LANDS.

In accordance with the requirements of the "Act to encourage settlement in the Free Grant Territory," an examination of the Township of Ryerson was made, and the report was so favourable that this township was selected by the Government for the purpose.

The delay consequent on the examination and advertising for tenders in accordance with the plans and specifications prepared in the Department, prevented the commencement of the works connected with the formation of the roads, houses and clearings, until a late period of last year. Every arrangement has now been made to prosecute the

works with vigour as soon as the season permits, and it is expected that the whole of works now under contract will be completed in sufficient time to enable settlers to make their selections of houses and lots, and occupy them before the next winter.

The sum of $6,000 was transferred from the appropriation for "Colonization Roads" under the Crown Lands, to this Department, for the formation of the roads, $1,409.04 of which was expended. A re-vote of the unexpended balance amounting to $4,590,46 or a separate appropriation will be required to complete the work.

ACCOUNTANT'S STATEMENT.

The statement of the accountant shews the expenditure on each public work and building for the last four years, with a total of $1,213,773.59 ; the expenditure last year being $432,071.65. The accounts which have been checked and verified by me amount to $270,354.65, the difference $161,717.00 being for payments on land purchased, furniture, and sundry contingencies, which were not submitted to me to check and verify as required by the Act respecting Public Works, sec. 5, the omission was also noticed by me in last year's report and I would respectfully recommend that for the future, all certificates and accounts respecting public works and repairs should be checked and verified in accordance with the Act, in order that the necessary control should be maintained over the Departmental appropriations.

The increased duties of this Department consequent on the completion of several public buildings, public works, drainage works and surveys, the works connected with the settlement of the Township of Ryerson, and the ordinary routine business connected with the prosecution of buildings and works under contract, prevented the completion of this report at as early a date as usual, it will however I trust be printed in sufficient time to be presented during the present session of the Legislature.

I have the honour to remain,
Your obedient servant,
KIVAS TULLY,
Architect and Engineer.

REPORT

OF THE

ASSISTANT ENGINEER,

ON

PUBLIC WORKS.

DEPARTMENT OF PUBLIC WORKS,
Toronto, 20th January, 1872.

Hon. Archibald McKellar, Commissioner of Public Works.

SIR,—I have the honour to report to you on the progress made in the construction of the following Public Works, within this Province, to the close of 1871.

LOCK ON THE ROSSEAU RIVER, MUSKOKA.

This work, commenced in July, 1869, on a contract with Mr. John Ginty, for $19,500, was completed in November 1871, and the first steamboat passed through the lock on the 24th of that month.

The walls forming the quoin piers, recesses, and wings, have been built of timber instead of stone, in consequence of the latter being unsuitable for the work, and the chamber has been lengthened 8 feet to admit the passage of the new steamer Nipissing, built at Gravenhurst in 1871, and the dimensions of the lock are now as follows:—length of chamber 141 feet, width 33 feet, lift 4 feet, depth of water on mitre sills 4 feet, and top of walls above floor of chamber, 14 feet.

A steam dredge was constructed at Gravenhurst, last spring, and got to work in July, and the channel between the Lock and Lake Muskoka has been improved by dredging, the principal work being on a shallow, 1,500 feet in length, a short distance below the lock, through which a channel has been cut, to a depth of 6 feet below low water. This cut will require widening in 1872, and some rock will also require removal at the entrance to the lock.

The narrow outlet to Lake Muskoka, at the Muskoss Falls, causes the waters of the spring freshets to accumulate in the basin of the lake much more rapidly than they can escape, and the difference of level between the highest and lowest water at the lock, in 1871, was 9 feet, but the lowest water surface that year, at the same point, was 15 inches lower than that of the two preceding years, and, in consequence, at the close of navigation there was only 3 feet 4 inches in depth of water on the lower mitre sill.

The following expenditure has been incurred in connection with these works to the close of 1871:—

Payments to contractor on contract and additions	$22,500 00
" on Surveys, Inspection, Printing, &c.	3,465 00
" " cost of dredge and scows	4,074 00
" " blasting and removing rocks	523 20
" " dredging on river below lock	3,980 34
" due contractor for additional work	853 40
Total	$35,395 94

The sum of $3,853 40 has been allowed as payment to the Contractor for alterations and additions to these works, in conformity with the articles of agreement forming a part of the Contract; but he is dissatisfied, and makes a claim for a larger amount.

The dredging required in 1872, will cost $1,600 in addition to this expenditure.

Lock at Young's Point, Peterboro'.

This work was let by contract, in 1869, to Messrs. McDonell & McDonald for $25,050.00, and was finished in 1870, as described in the Report for that year, excepting the removal of the bases of the cofferdams, which was done in 1871, and the lock has been used by the new steamboat built at Lakefield, which is placed on the route between Lakefield and the head of Stony Lake, and connects the back country along the Burleigh road, with the Midland Railway at Lakefield.

The gates of the lock require some adjustment, and the low water of last fall has shown that it is necessary to remove some boulders in the channels between the lock and Lakefield, and an appropriation of about $900 will be required for this service.

The expenditure on these works has been as follows:—

Payments to contractors on contract and additional works	$26,491 00
" for removal of cofferdams, &c	429 67
" for Surveys, Land, Inspection, Printing, &c.	3,114 40
Total payments to close of 1871	$30,035 07
Additional expenditure incurred in 1871	120 15
Total expenditure	$30,155 22

Lock on Balsam River.

These works consist of a lock, dam, and swing-bridge, on the river connecting Balsam with Cameron's Lake, and were let by contract to Mr. Wm. Whiteside, in 1869, for the sum of $19,800.00.

The low water of the past season has been very favourable for the contractor, and I expect the works to be finished in April or May next. The swing-bridge is completed, the dam nearly so, and the foundation, mitre sills, and lift wall of the lock are put in, and the walls well in hand.

The expenditure has been as follows:—

Payments to the contractor on work, plant and material	$14,685 00
Survey, Inspection, Printing, &c	1,030 20
Total expenditure to close of 1871	$15,715 20

A sum of $6,250.88 will be required in 1872, to finish these works.

Scugog River Works.

The appropriations for these works were as follows:—

1. Lock, swing-bridge, and dredging below lock, at Lindsay	$21,000
2. Removing snags, excavating and dredging river above lock	6,500
3. Two bridges over river	3,500

The last of these was for one swing-bridge at Wellington street, in the town of Lindsay, to replace a fixed bridge which had to be removed to get access to the lock, and this work is finished; and also a grant of $1,000 to assist the township of Ops to build a swing bridge at the Middle road of Ops, and this sum has not been called for as the bridge has not been built.

All the other works are finished except a cut at a point on the Scugog river about 1½ miles above Lindsay, known as the "Devil's Elbow," where the work is in progress.

The following contracts were let on these works to Mr. Thos Walters:—

1. Re-building lock, and a swing-bridge at Lindsay..... $14,400 00
   Dredging at $2.25 per cubic yard for rock, and 45 cents for other material.

2. Improvements above lock, removing snags and roots at $20 per diem for dredge and 4 men, 30 cents per cubic yard for dredging, and 40 cents per cubic yard for excavation at the Elbow.

3. Swing-bridge at Wellington street, Lindsay, for $2,500.

The expenditure on these works to the close of 1871 has been as follows:—

1. Payments to Thos. Walters, contractor, on lock and bridge contract.....	$14,400 00
Payments to Thos. Walters, contractor, on additional works at lock	1,597 08
" " " dredging below lock.....	3,857 00
" on Surveys, Inspection, Printing, &c.....	1,131 05
Total expenditure on lock, bridge, and dredging below lock ..	$20,985 13
2. Payments to Thos. Walters, contractor, on removing snags, dredging, and excavation in Scugog River above the lock.....	$3,282 76
Cost of Surveys, Inspection, &c.....	992 45
Total expenditure on this work in 1871	$4,275 21

The balance of the appropriation $2,224.79, will be required to finish this part of the work.

3. Payments to Thos. Walters, contractor, for the construction of a swing-bridge on Wellington street, Lindsay $2,500 00

The reconstruction of the Lindsay lock connects the waters of Lake Scugog, with those of Sturgeon, Pigeon, Buckhorn, and Chemung Lakes, forming a connected navigation by means of the locks at Bobcaygeon and Lindsay, of about 90 miles, the trade on which, especially in carrying lumber to the railways is large and important, and is carried on by means of 10 steam-vessels and 34 scows or barges, which have an average carrying capacity of 80,000 feet B. M. The water in all these lakes was unusually low last fall, in consequence of the dry season; but I am informed that the level of Sturgeon Lake was also affected by the waste at the Bobcaygeon dams, and the result was that the depth of water on the lower mitre sill of the Lindsay lock was decreased from 4 feet 7 inches, the usual low water depth, to 2 feet 8 inches, and several of the steamboats engaged in the carrying trade on the Lakes below Lindsay had to lie up, for want of sufficient depth of water, causing considerable injury to the trade of the district. The bed of the Scugog river below Lindsay lock, is composed of limestone rock, the loose material on which has already been removed by dredging, and the only way to continue a sufficient depth of water there throughout the season, is to keep up a proper height of water above the Bobcaygeon dams.

A lockmaster was appointed at Lindsay, in June, 1871, and since that to the close of navigation he has returned the following as having passed through the lock, viz: 36 steamboats, 122 scows, 145 cribs of logs, and 26 cribs of boom timber.

Cut between Lakes Joseph and Rosseau.

This work consists of an excavation through a sandy neck of land separating Lake Joseph from Rosseau, and the cut is faced on each side with a cribwork wall and piers projecting into Lake Joseph, the whole having a length of 350 feet. The contract was let to Mr. George Blain, in 1870, for $7,865, and additional cribwork was afterwards let to him for $1,500, and the whole is finished with the exception of some dredging which requires to be done by the steam dredge now on Lake Muskoka, and for this work a small balance has been retained.

The following expenditure has been made on the works:

Payments to G. Blain, on contract	$7,780 00
" " extension of cribwork	1,500 00
" " purchase of scow	140 00
" on Surveys, Inspection and Printing	341 80
Total expenditure	$9,761 80
Required for dredging in 1872	238 20

Washago and Gravenhurst Road.

This work is finished as far as originally proposed, excepting the hill at Beaver Creek, and it consists now of 4 miles of plank road, 7 miles of gravel road, and 2½ miles of macadamized road, in addition to which there is half a mile of crossways.

The fires in the woods along the road last Summer destroyed two bridges and a considerable length of crossways, and these had to be replaced, causing additional expenditure, the burnt crossways being replaced by earth embankments and broken stone.

Some of the crossways still in the road will have to be replaced or repaired in 1872, and some improvement should be made on the hill at Beaver Creek, and this with repairs to formation, will require an expenditure of $1,400.

The following expenditure has been made on the works:—

Payments to J. T. Kirkpatrick, contractor, on 8¼ miles of gravel and plank road	$14,158 93
Payments on small contracts and day work	6,700 61
" on Severn bridge and culverts	1,944 43
" blasting channel at Washago	364 00
" re-building burnt bridges and crossways in 1871	703 22
" for Surveys, Inspection, Printing, &c	1,317 50
Total expenditure	$25,188 69

An appropriation of $500 was made in 1871 for the construction of a wharf at Washago, and this has been completed at a cost of $489.22.

Improvement of Navigation of Pigeon River.

An appropriation of $5,000 was made toward this work in 1871, and a contract was let to Mr. Thos. Walters, at the following rates: removing logs, roots, sunken timber, &c., by steam dredge, and 4 men, $20 per diem. Dredging clay, sand, gravel, and other material in the bed of the river, at 30 cents per cubic yard. The work was commenced in October, and the following expenditure has been made thereon, to the close of 1871:—

Payments to contractor for dredging and removing roots, &c	$1,020 00
" for Surveys and Superintendence	507 40
Total	$1,527 40

The balance of the appropriation $3,472.60 will be required for this work in 1872.

Improvement of Navigation, Sydenham River.

An appropriation of $2,000 was made in 1871 for this work, which was let by contract to Mr. Wm. Taylor, for $1,800. The work consists of removing sunken timber, roots, logs, trees, and other obstructions from the bed of the Sydenham river, below Dresden, so as to enable a larger class of vessels to reach Dresden and intermediate points, where a large export trade is carried on.

The contractor has removed a large quantity of *debris* from the bed of the river, but has not yet placed it in a secure position above freshets.

The following expenditure was incurred on this work in 1871 :—

Payments to Wm. Taylor, Contractor	$255 00
" on Surveys and Inspection	119 76
	$374 76

The balance of the appropriation $1,625.24 will be required to finish this work in 1872.

Improvement of Nottawasaga River.

An appropriation of $6,000 was made for this work, which consists of the removal of several heavy jams of timber, which obstruct the river below Angus, the deepening of some shoals about and below Jacks lake, and the enlargement of a cut in the river, at a point known as the Oxbow, where a cut of about 60 feet in length, will shorten the river nearly two miles.

Tenders were received for the work, but all were so far above its actual value that none were accepted, and a party of men under a competent foreman have been employed to do the work. They have so far cut up all the jams of timber ready to be floated out by high water in the spring, and during the winter will cut all leaning timber along the banks and remove all other obstructions that can be more readily got at by working on the ice, and will finish the remainder of the work in the summer and fall of 1872.

The expenditure has been as follows :—

Payments for wages and materials	$1,508 43
" Surveys, Inspection, Printing &c	200 39
Total expenditure in 1871	$1,728 82

The balance of $4,291.18 will be required for the completion of this work in 1872.

The removal of the obstructions in this river will materially relieve a large section of country heretofore injured by periodical floods, the waters of which were retained on the lands by the jams and other debris accumulated along its circuitous course.

Kaministaquia River, Thunder Bay.

An appropriation of $6,000 was made last year for this work, which is for dredging a channel through the bar outside the entrance of the Kaministaquia river, which has ample depth inside for several miles up its course, and will make a safe and commodious harbour at Fort William when the work is carried out. The construction of a road $2\frac{3}{4}$ miles in length would connect this harbour with the commencement of the Red River Road at Prince Arthur's landing, where steamers cannot in all weathers discharge with safety even after a wharf has been constructed there.

A Survey of the bar and entrance to the river was made in May, 1871, after the appropriation had been granted, by which it was found that the quantity of material to be removed was considerably in excess of what had been estimated on, from a survey previously made by Mr. Wilson; and this together with the cost of conveying a dredge to so remote a part of Lake Superior will render a larger appropriation necessary, if the work is proceeded with, and I consider that $12,000 in all will be required for the service.

The work was advertised for letting, but only one tender was received, which was accepted, the contractor being Mr. Williams, a citizen of the United States, having large contracts for the enlargement of Sault Ste. Marie Canal, and possessing some very fine dredges. In consequence of rough weather he failed to get his dredge to Fort William, and wishes an extension of time to carry out the contract, his dredge being now at Duluth on its way to Thunder Bay.

The only expenditure on this work has been on Surveys, amounting to $197.10.

Portage du Fort Bridge.

For this work an appropriation of $4,000 was made conjointly with appropriations from the Dominion Government, and the Province of Quebec, and plans for the work

have received the approval of the late Commissioner of Public Works, but I am not aware of any work having yet been done in the actual construction of the bridge.

Detailed descriptions of part of these works will be found in Appendix II. of the Report on Public Works for the year 1870.

DRAINAGE WORKS.

Township of Mosa, County of Middlesex.

A contract for 4,759 rods of these drains was let in September, 1870, to Messrs. Grant and Yorke at the following rates :—

No. 1	drain,	728	rods	long,	bottom widths	3 to 4 feet, at	$2 00	per rod.
No. 2	"	866	"	"	"	5 to 9 feet, at	2 36	"
No. 3	"	588	"	"	"	3 feet, at	2 30	"
No. 4	"	297	"	"	"	3 to 4 feet, at	1 80	"
No. 5	"	970	"	"	"	5 to 7 feet, at	2 30	"
No. 6	"	788	"	"	"	3 feet, at	1 62	"
No. 7	"	255	"	"	"	3 feet, at	1 90	"
Branch A	"	267	"	"	"	2 to 3 feet, at	1 08	"

A contract for an extension of No. 5 drain, 237 rods in length, and having 7 feet bottom width, was let in 1870 to Mr. A. Armstrong, at $2.25 per rod, and was finished the same year.

On Messrs. Grant and Yorke's contract there remains 655 rods on No. 6 drain, and branch A not yet commenced. All the other drains have their entire lengths excavated, but in many places require deepening, widening, cleaning out and other details to conform to the specification ; and in consequence of the contractors not having completed them during the past season, they have been notified that the works have been taken out of their hands on account of failure to finish them, and they must be re-let in the spring of 1872.

The following expenditure has been made on these works to the close of 1871 :—

Payments to	Messrs. Grant and Yorke, on contract	$7,600 00
"	A. Armstrong in full on contract	533 25
"	Great Western Railway—half cost enlarging Railway culverts	553 86
"	Engineering, inspection, and printing	318 30
	Total	$9,005 41

An amount of $2,200 will be required to finish these drains, which are estimated to improve an area of 8,300 acres of wet and marsh lands.

Township of Ekfrid, County of Middlesex.

A contract for 4,043 rods of these drains was let in September, 1870, to Mr. Wm. Barnum, at the following rates :—

No. 1	drain,	1706	rods	long,	bottom widths	3 to 8 feet, at	$2 20	per rod.
No. 2	"	1273	"	"	"	4 to 6 feet, at	2 30	"
No. 1 branch		651	"	"	"	3 feet, at	2 20	"
No. 2 branch		413	"	"	"	3 feet, at	2 00	"

These drains are all finished except some cleaning out on small portions of Nos. 1 and 2 drains, and the works are well executed. A small balance has been retained to finish up.

A contract for 1,527 rods of drains in this Township was let in September, 1870, to Mr. John Seaton, at the following rates:—

No. 4 drain, 940 rods long, bottom widths 4 to 5 feet, at...	$2 25	per rod.
No. 4 drain, east branch, 90 rods long, bottom width 4 feet, at	1 75	"
Branch A drain, or west branch, 497 rods long, bottom width 3 feet, at	1 50	"

These drains are all excavated, but require additional depth in some places, additional width, formation, and cleaning out, in order to conform to specification, and an amount has been retained to cover this work.

The following expenditure has been made on these drains to the close of 1871:—

Payments to Wm. Barnum on his contract	$8,680 00
" John Seaton do	2,295 00
" Engineering, inspection, printing, &c	333 75
Total	$11,308 75

An amount of $1,100 will be required for the completion of these works.

Branch No. 2 drain and a part of No. 1 drain are in the Township of Caradoc, and the lower end of No. 1 drain is in the Township of Metcalfe, but the whole form one system of drains, and are classed under the head of drains in Ekfrid.

These drains will improve and unwater a total area of 8,100 acres, as well as assist in the improvement and formation of a part of the road on the town line between Ekfrid and Caradoc.

Township of Dunwich, County of Elgin.

A contract for 2,908 rods in length, comprised of three drains and their outlets, was let in August, 1870, to Mr. John Philpott, at a rate of $3.16 per rod for each, the whole containing about 58,000 cubic yards of earthwork, and the following parts of the work have been done on each drain:—

No. 1 drain and outlet, 1284 rods long, has 893 rods excavated.
No. 2 drain and outlet, 970 rods long, has 686 rods excavated.
No. 3 drain and outlet, 654 rods long, has 654 rods excavated.

Making a total length of 2,233 rods of drains excavated on these works, but a considerable part of this length requires additional formation to comply with the specifications.

Mr. Philpott having been unable to complete the works, an assignment of the contract has been made by agreement to one of his sureties, Mr. George Bennett, who is now prosecuting the works, and will finish them the ensuing summer.

The following expenditure has been made on these works to the close of 1871:—

Payments to John Philpott on contract	$4,981 00
" George Bennett do	1,054 00
" Engineering, inspection, printing, &c	304 30
Total	$6,339 30

An amount of $3,500 will be required to finish these drains, and they will improve and unwater an area of 7,500 acres of wet and swamp lands.

Township of Brooke, County of Lambton.

A contract for 7,404 rods in length of drains in this township was let August, 1870, to Mr. George Blain, at the following rates:—

No. 1 drain, 2,603 rods long, bottom width 5 feet, at.....	$4 25	per rod.
No. 2 drain, 1,091 rods long, bottom width 4 feet, at.....	3 91	"
No. 3 drain, 1,152 rods long, bottom width 3 feet, at.....	1 92	"
No. 4 drain, 1,115 rods long, bottom width 4 feet, at.....	2 56	"

Branch A drain, 364 rods long, bottom width 3 feet, at.... 1 92 per rod.
Branch B drain, 364 rods long, bottom width 3 feet, at.... 1 50 "
Branch C drain, 715 rods long, bottom width 3 feet, at... 1 50 "

A part of No. 1 drain, for 3,200 feet from its outlet, has had its bottom width increased to 10 feet. A part of No. 2 drain has also had its bottom width increased to 8 feet, for 4,000 feet from its outlet; and a part of the outlet to No. 4 has also been increased in width, causing an extra excavation of over 10,000 cubic yards.

The whole quantity of excavation in these drains, inclusive of extra widths, will amount to 143,300 cubic yards, and of this quantity 89,118 cubic yards have been completed to the end of 1871, in the following drains:—

No. 1 drain has 971 rods in length excavated, containing 39,200 cubic yds.
No. 2 drain has 1091 rods in length excavated, containing 28,518 cubic yds.
No. 4 drain has 820 rods in length excavated, containing 15,300 cubic yds.
Branch C drain has 715 rods in length excavated, containing 6,100 cubic yds.

Of these drains, No. 2 and branch C are finished.

The expenditure has been as follows:—

Payments to George Blain on contract and plant	$14,994 00
" on engineering and inspection	224 95
Total payments to close of 1871	$15,218 95

A sum of $10,000 will be required to finish the drains under this contract, and the construction of some miles of additional drains will be necessary to complete the drainage of this swamp, which has a total area of about 30,000 acres.

Township of Grey, County of Huron.

A contract for 2,110 rods in length of drains in this township was let, in July, 1870, to Mr. George Blain, at the following rates:—

No. 1 drain, 1,470 rods long, bottom widths 3 to 4 feet, and containing 25,000 cubic yards of excavation, at ..... $2 72 per rod.
No. 2 drain, 640 rods long, bottom widths 3 to 4 feet, and containing 11,000 cubic yards of excavation, at ..... 3 06 per rod.

Of these drains No. 1 is completed, and No. 2 is more than half done, and will be finished this winter. Some extra work has been done along No. 1 drain in making road formation where the drain interfered with the existing road, putting in culverts, and deepening a part of the drain through a deep cut.

The expenditure on these works has been as follows:—

Payments to George Blain on contract	$5,049 00
" " on extra works	696 00
" " on Engineering and Inspection	382 55
Total	$6,127 55

A sum of $1,200 will be required to finish these works; and the district improved by their construction will be about 4,300 acres, besides the benefit to the road along No. 1 drain, which is very much improved by the excavation.

Township of Raleigh, County of Kent.

The contract for these drains, having a total length of 5,530 rods, was let in August, 1870, to Mr. John Elliott at the following rates:—

No. 1 drain, north part, 1,076 rods long, bottom width 14 feet, at $9 50 per rod.
No. 1 " south " 2,424 " " 4 to 10 " at $4 10 "
No. 2 " 2,030 " " 8 to 15 " at $5 50 "
Clearing out a part of Jennet's Creek, 4,000 feet long, bottom width 15 feet, at $500 00.

No. 1 drain is well in hand, from its outlet at the Thames to the woods south of the middle road, and out of a total quantity of 111,000 cubic yards has 102,000 excavated.

No 2 drain has 47,700 cubic yards excavated, leaving 17,300 cubic yards to remove, a large part of which is on a distance of 2,000 feet, near the outlet of this drain, and at which work is now in progress, so as to open through before the spring freshets.

The Expenditure has been as follows:—

Payments to John Elliott on contract	$22,576 00
" " culverts, &c	832 97
" Great Western Railway Company for cost of bridge under railway	1,291 68
Payments to Wm. Irwin and others, levelling roads, removing building, &c.	258 50
Payments for cost of Engineering and Inspection	232 00
Total	$25,191 15

The formation of road surface along the north part of No. 1 drain, from No. 2 drain to the Thames, has been let to Mr. Daniel Crow at the following rates:—

Between the Railway and the Thames at 20 cts. per rod, and between the Railway and drain No. 2 at 12½ cts. per rod.

A sum of $11,000 will be required to finish these works.

The areas directly benefitted by these drains will be about 9,000 acres of plain lands, and 10,000 acres of wooded lands; but the main discharge drains will also carry off the floods of 20,000 acres in addition, which formerly have inundated the plains with their surplus waters, conveyed there by means of natural and artificial watercourses, for which there have hitherto been no proper outlets to the river Thames.

Township of East Tilbury, County of Kent.

The contract for these drains was let to Mr. John Elliott at the following rates:—

No. 1 drain,	3,424	rods long,	bottom widths	4 to 12	feet, at	$3 13 per rod.
No. 2 "	1,515	"	"	3 to 5	" at	$3 13 "
No 3 "	1,212	"	"	3 to 5	" at	$3 13 "
Outlet drain,	1,960	"	originally 8	feet bottom,	at	$4 50 "

The widths of the last drain have been increased on the 4th Concession to 14 feet, and on the 5th Concession to 12 feet.

No 1 drain is formed and excavated from within half a mile of its outlet to one mile south of the middle road, and is more than four-fifths completed.

No. 2 drain is formed and excavated from its outlet in the 8th Concession to side road 12 and 13, and along a part of that line, and has two-thirds of its quantities excavated.

No. 3 drain has only recently been commenced, and is about one-ninth part done from its outlet.

The outlet drain, which discharges the waters of Nos. 2 and 3 drains, as well as those of the adjacent lands, has 1,776 rods in length excavated, parts of which are incomplete; and there are about 200 rods of drain near the lower end not yet touched. The entire length of this drain, when completed, will be about 1,960 rods.

The culverts required for these drains have been let to Mr. William Hickey, but are not yet constructed.

The expenditure has been as follows:—

Payments to John Elliott on contract	$17,544 00
Payments for Engineering and Inspection	213 50
Total	$17,757 50

A sum of about $14,500 will be required to finish the works; and the area which will be unwatered by these main discharge drains will cover about 23,000 acres.

Township of Russell, County of Russell.

The contract for these drainage works was let in September, 1870, to Mr. William Kingsford, C. E., for the sum of $10,500, and the works were finished in the fall of 1871.

The drains excavated are two in number, having a total length of over eight miles, and the works are satisfactorily executed. Some extra work was done in clearing out outlet streams for these drains to discharge into, and in consequence of having to move the centre lines of the drains on to the proper lines for road allowances, an extra amount of grubbing was caused to the Contractor, for which a payment was made to him. The defective state of the old survey of the township made it very difficult to trace the proper lines for road allowances where these drains are located, and hence a second survey became necessary.

The whole expenditure on these works has been as follows:—

Payment to Wm. Kingsford on contract	$10,500 00
" " clearing out streams	148 05
" " extra grubbing, &c.	580 00
" on Engineering and Inspection	315 72
Total	$11,543 77

The area improved by these works will cover an extent of about 8,800 acres of wet lands.

Township of Moore, County of Lambton.

A survey of swamp lands in this Township was commenced in 1870, and finished in 1871, and 28 miles of lines for drains were located and marked out, levels taken, and plans prepared for carrying on the works. These drains would unwater 13,000 acres of wet lands south of the 6th Concession, and the main discharge drains would also act as outlet drains to over 9,000 acres of lands to the north of the fifth Concession, the waters of which have been conveyed by Township drains and natural watercourses as far south as that line, and spread over and injure the land between that and the boundary of Sombra.

The drains, as located, consist of two classes,—viz., discharge drains, and cross or catchwater drains.

The discharge drains will not only receive the waters of the cross drains, but also the waters flowing from the Township drains, unwatering the area to the north of the 5th Concession, and are therefore the largest in cross sectional area, and the most important. They have therefore been put under contract in 1871, and include five separate drains, having a total length of 13¼ miles.

Drain No. 5 was let to Mr. Wm. Tennyson at $2 50 per lineal rod, and has a length of 629 rods, containing 12,700 cubic yards of excavation. Its outlet is into Moore's Creek, and its course is along the allowance for road between lots 12 and 13 in the third and fourth Concessions. About 80 rods of this drain were excavated before the close of the year.

The discharge drains Nos. 4, 10, 11, and 13, were let to Mr. Wm. Barnum, who has made a commencement, but received no payments on work in 1871.

Drain No. 4 has a length of 897 rods, containing 15,500 cubic yards of excavation, with bottom widths varying from 4 to 6 feet. It commences at the head of No. 11 drain, into which it will discharge, and follows the allowance for road between lots 18 and 19, from the 1st Concession to its head at the line between the 4th and 5th Concessions. A Township drain of smaller size will be included in the formation of a part of this drain, and the quantity already excavated therefrom has been deducted from the quantities let in this work. Its contract price is $2 75 per rod.

Drain No. 11, the outlet of No. 4 drain, has a length of 490 rods, with a bottom width of 8 feet, and contains 14,500 cubic yards of excavation. Its head will receive the waters of No. 4 drain, and it will follow the low ground through lots 18 and 17 in the 1st Concession, into the Township of Sombra, and will discharge into Houghton's Creek. The contract price for this drain is $4 70 per lineal rod.

Drain No. 10, having a length of 1,067 rods, with bottom widths of 4 to 6 feet, will contain 19,400 cubic yards of earthwork, and its head commences at the line between the 4th and 5th Concessions in lot No. 27. Its course will follow the low ground of Clay Creek, west, and it will discharge into drain No. 13. The contract for this work is let at $2 90 per lineal rod.

Drain No. 13, having a length of 1,097 rods, with bottom widths of 6 to 10 feet, will contain 17,200 cubic yards of excavation. Its head will be at the line between lots 21 and 22, on the northern boundary of the 2nd Concession; its course will follow the valley of the east branch of Clay Creek, and its outlet will be on Clay Creek, on the line between the 14th and 15th Concessions of Sombra. This work is let at $2 80 per lineal rod.

The expenditure on these works in 1871 has been small, owing to Mr. Barnum having only commenced late in December, but he will continue the work throughout the winter, as the season is favourable for the excavations in the low grounds.

The following payments have been made on this work in 1871:—

Payments to Wm. Tennyson on contract	$170 00
Payments on Engineering expenses	24 80
Total	$194 80

A sum of $13,000 will be required to finish these works now under contract.

Detailed descriptions of the sizes, grades, and locations of all the drains now under construction in the Townships mentioned herein, have been given in the Report on Drainage Works, forming Appendix III. of the Report on Public Works for the year 1870, and therefore I have confined this Report chiefly to details of cost, expenditure on, and progress of the various drainage works now being carried out by this Department throughout the Province.

WORKS IN THE TOWNSHIP OF RYERSON.

I submit the following statement of the progress made in forming roads, clearing lands, and erecting houses in the township of Ryerson, in accordance with the terms of the Act 34th Victoria, chapter 5, entitled "An Act to encourage settlement in the Free Grant Territory."

After careful examination of the township of Ryerson, the favourable report as to its surface, soil, and timber, led to its selection for the proposed purposes of settlement, but as the examination could not be made until after the melting of the snow in spring, a delay was necessarily caused in the commencement of the works.

The township is situated on the Maganetewan River, which flows through a considerable part of it, and is navigable in its whole course through the lands selected. Ah-Mic Lake, a part of the Maganetewan, touches on the north-west angle, and the Nipissing Colonization road intersects the same part of the township. This road is now completed from the head of Lake Roseau to the Maganetewan, a distance of about 33 miles, and the roads now being formed through the township of Ryerson will connect with that road about 2½ miles southerly from Ah-Mic Lake, where the chief depot of supplies in connection with the lumber trade of this district is established, and which point will therefore be the market for the purchase of all the surplus produce of Ryerson and the adjoining townships for many years to come.

In addition to the sum of $20,000 appropriated for this work by the provisions of the Act, a sum of $6,000 was transferred from the appropriation for "Colonization roads," for use in the construction of roads of a similar character throughout the township selected for the settlement works, and of this sum $1,409.04 was expended in 1871 on these roads, and the balance refunded to the Crown Lands Department.

Formation of Roads.

A contract was let in July 1871 to Mr. George Geary, for the construction of 14 miles of a road in the township of Ryerson at the following rates:—

Chopping out 30 feet in width, close-cutting and levelling 12 feet wide in the centre, at $106 per mile.

Ditching, brushing, and forming embankments in low parts of the road at $3 per rod.

Crosswaying at $2 a rod, and culverts at $2 each.

The contractor has chopped out, formed, and nearly completed 7¾ miles of road in the township, and 1½ miles of road have been made by the Department by day work, for connecting the Ryerson road with the Nipissing road.

Payments have been made on these works in 1871 as follows :—

Payments to George Geary on contract	$	378 00
" by paysheets to men on road outside township		429 03
" for inspection and superintendence		263 19
" for travelling charges, furniture, teaming, &c		338 82
Total payments	$	1409 04
Amount due George Geary on work in 1871		891 00
Value of work to close of 1871	$	2300 04

An appropriation of $4,000 will be required to finish the roads contemplated in the township, in addition to the payment of the balance due the contractor for work done in 1871.

Work on Houses and Clearings.

In July 1871, a contract was let to Mr. Andrew Starratt, for the erection of 25 houses with a clearing of 5 acres attached to each house, in such positions as should be marked out by the inspector of the works ; each house and clearing being on a separate lot. The contract price for each house and clearing is $185.

Two other contracts were allotted at the same time for similar numbers of houses and clearings for each party, but the contractors having afterwards declined to sign the necessary documents, the contracts were cancelled.

In December 1871, a contract was drawn out for 75 houses, and 375 acres of clearing, to be let to C. Starratt, and to include the 25 houses and clearings first let to A. Starratt, the contract for which was to be transferred, but this contract has not yet been signed, and the first contract therefore remains in force.

The contract for clearings includes underbrushing, chopping, piling, and burning all timber chopped on the ground, but not fencing.

The contract for the houses provides for a building 16 by 20 feet internal dimensions, and 8 feet from floor to beams, also three feet from floor of attic to top of wall plates.

The contractor has chopped 70 acres of clearings in 5 acre areas on 14 lots, and has erected 18 houses on 18 different lots, none of which can be finished until the lumber for flooring, roofing, &c., is delivered.

One house and clearing of 5 acres has been partly finished on a lot in the township of Spence, at the junction of the Nipissing with the Ryerson road, and this is used for offices and as a depot for provisions, which are kept in store there and furnished to the contractors on these works at cost.

A steam saw mill has been erected by the contractor in the township of Monteith adjoining the Nipissing road, and he is now engaged procuring logs, cutting lumber, and distributing to the houses under his contract.

The following expenditure has been made on these works in 1871 :—

Cost of inspection and laying out works	$	496 20
" advertising and printing		297 34
Payments to A Starratt, on contract		1344 00
" for purchase of provisions		1236 52
" for horse, harness, wagon, freight, & travelling charges		307 97
Total	$	3682 03

The amount of $1236.52 for purchase of provisions, will not be a permanent charge against the works, but forms a suspense account, the amount of which will be deducted from the payments due to contractors as provisions are advanced to them, and out of the sum mentioned, $354.48 worth of provisions was advanced to the contractor in 1871, and will be deducted from the first estimates payable in 1872, and $277.50 worth has been used in boarding men working on the part of the road made by the Department. The balance is on hand in the store at the depot in Spence.

DRAINAGE SURVEYS.

During the past year, surveys for drainage purposes were completed in the townships of Moore, Gloucester, Stephen, Sombra, Reach, Portland and Camden, and Enniskillen; surveys were commenced, and are now in progress, in the townships of Nissouri, Drummond, Sarnia, Dorchester, East Williams, and Dawn; and examinations of marsh lands were made in the townships of London, Winchester, and Clarence.

A part of the drains laid out in the township of Moore are now under contract and in progress of construction, and are referred to in the report on drainage works.

The profiles of the lines of drains located in the township of Gloucester are not yet laid down on paper, and I will, therefore, only refer here to the details given in last year's report on drainage surveys.

Township of Stephen, Co. Huron.

An examination of the swamp lands in this township was made by Mr. Weatherald, C. E., in November, 1870, and a survey for location of drain lines was completed in June, 1871. These lines comprize eleven separate drains, having a total length of 33 miles, and containing 159,500 cubic yards of excavation, and they would unwater three separate tracts of wet lands in the township, which are described as follows:—

1st. An area of 1,500 acres, adjoining the northerly boundary of the township, in the 4th, 5th, 6th, and 7th Concessions, which it is proposed to unwater by three lines of drains, which would discharge into the Aux Sables River. These drains would have a total length of 1,818 rods, containing 25,200 cubic yards of excavation; and I estimate the cost of their excavation at $5,300. The benefit to be given to this tract of land from drainage is estimated at $4 an acre on 1,500 acres, and $1.50 per rod on 230 rods of road improvement, giving a total improved value of $6,345, at a cost of $5,300, which is not in my opinion, a sufficient inducement to carry out this work, as the quality of the land is poor, being light and sandy, with hemlock, black ash, and soft elm growing thereon.

2nd. An area of 1,800 acres stretching across the township from the boundary of Hay to that of McGillivray, having an average width of three-quarters of a mile, and situate chiefly in the ninth and tenth concessions. This area is covered with black ash, cedar, swamp pine, and tamarac. It is constantly flooded and totally unfit for any agricultural purpose as it now is, and a drain line has been located throughout its entire length of seven and a half miles, which will require the excavation of 43,409 cubic yards of earthwork, the estimated cost of which is $9,000. The increased value to be given to this area by the excavation of this drain is estimated at $8 an acre, giving an improved value of $14,400, at a cost of $9,000. This land, if drained, would be of good quality, as shewn by its estimated increased value, and the township at large would derive a benefit from having a nuisance removed, as it now forms a complete barrier between the eastern and western halves of the township. But the long, narrow formation of this swamp which is the cause of so large a drain being required for so small an area makes the cost of the projected work excessive in proportion to the size of the area to be drained.

3rd. A tract of 15,000 acres stretching across the township, and occupying most of the surface from the twelfth to the nineteenth concessions. The greater part of this area is unfit for agricultural purposes in its present condition, although it possesses a good soil, and is all capable of drainage. The surface is largely interspersed with black ash swales, and the rising grounds are covered with hemlock, elm, oak, hickory, basswood, beech, and maple.

It is proposed to unwater these lands by the excavation of seven main discharge drains, having a total length of twenty miles, and requiring the excavation of about 90,000 cubic

yards of earthwork, at an estimated cost of $19,000, and Mr. Weatherald, who made the survey, estimates the increase in value of these lands which would arise from this system of drainage, at $4 per acre, or a total for the whole area of $60,000. But in order to make this work complete, it would be necessary to open out all the concession and side roads west of the twelfth concession, and excavate smaller branch drains along those roads so as to discharge the surface waters into the main discharge drains, and the cost of this work would have to be added to the cost of the main drainage works in order to arrive at the true value to be obtained from the draining of these lands.

Township of Sombra, Co. Lambton.

A survey of the wet lands in this township was finished in May, 1871, by Mr. Charles James, C. E. His examination embraces about 29,000 acres of lands, which are mostly unsettled and uncultivated, and without roads or any means of access, but possess a good soil, and are capable of being converted into some of the best lands in the county. He located 44 miles of drainage lines, 5½ miles of which are to the west of Bear Creek, and the remainder located over the large wooded tracts embraced between Bear Creek and the township of Dawn.

Drain No. 1, west of Bear Creek, is located along a marshy circuitous route, called Grape run. It commences at the line between lots 3 and 4, in the 10th Concession, and has its outlet in a low swamp about 3½ miles from the Chenal Ecarte, at an elevation of 1.58 feet above low water level on Bear Creek. The opening of this drain would be a great benefit to all adjoining lands, and for a distance of half a mile west and a mile east of its course, there being, at present, no efficient outlet between Bear Creek and the St. Clair River, a distance of about 5 miles. The lands through which this drain passes, comprising an area of about 6,000 acres, are partly cleared and under cultivation. Its length would be 5½ miles, and the excavation required would amount to 34,000 cubic yards of earthwork.

Drain No. 2, a discharge drain, is located for its entire length along the allowance for road between lots 15 and 16, from the Gore of Chatham to the twelfth Concession. Its length is nearly 9 miles, and it would require 47,000 cubic yards of excavation. This drain, besides unwatering the adjacent lands, would receive the waters from parts of Nos. 3, 4, and 5 drains, and also benefit the country largely by the formation of a good line of road from Wilkesport to the Gore of Chatham.

Drains Nos. 3, 4, and 5 are located chiefly on Concession lines extending from the east bank of Bear Creek to the town line of Dawn. They are intended to act as receiving or catchwater drains, discharging into the main drains Nos. 2, 6, 7, 8, 9, and 10, each drain having several outlets. The construction of Nos. 3, 4, and 5 drains would assist materially in opening up the chief Concession road lines which intersect the large wooded tract east of Bear Creek; No. 3 drain being located along the eleventh and twelfth Concession line, No. 4 drain along the ninth and tenth Concession line, and No. 5 drain along the seventh and eighth Concession line. These lines should be opened and the roads formed in conjunction with the excavation of the drains, otherwise the expenditure incurred in opening up the drains would be of little value, as the surrounding lands cannot be made available for settlement until a few of the leading roads are opened. Nos. 3, 4, and 5 drains have a total length of over 18½ miles, and would require the removal of 102,000 cubic yards of earth in their excavation.

Drains Nos. 6, 7, 8, 9, and 10, are all located as leading discharge drains, and follow the lines of natural water courses. Drain No. 6 is on Otter Creek. Drains 8 and 9, are on branches of the same Creek; and drains 7 and 10 on small tributaries connecting with drains on Concession lines. Otter Creek is a dull, marshy stream, very crooked and irregular, and obstructed throughout with fallen timber and brush. It discharges into Bear Creek, about half a mile above Wallaceburgh. These drains would have a total length of 11 miles, containing over 86 000 cubic yards of earthwork.

The soil throughout these lands is clay and clay loam, well suited for agricultural purposes, and the inclination of the surface is amply sufficient for thorough and effective drainage. The land is all heavily timbered; the ridges, of which there is a fair proportion, being covered with beech, maple, oak, and hickory; and the wet flats with elm, ash, basswood, and hickory. The proposed drainage east of Bear Creek would benefit a tract of 23,000 acres,

and would require in all 38½ miles of drains, containing 236,000 cubic yards of earthwork. The 44 miles of drain lines located in this township would improve, unwater, and give access to a total area of 29,000 acres, and would give the lands an improved estimated value of $6.00 an acre over their present real worth, making a total increased value of $174,000, and I estimate the cost of the projected works at $58,000.

Township of Reach, Co. of Ontario.

Mr. Shier, C. E., in 1871, completed a survey of the marsh lands along the Nonquon River, including a traverse of the river from the 6th to the 13th Concessions, with levels and soundings, and measurements for branch drains and other work.

The levels taken shew the fall on the surface of the river to be as follows :—

From the front of the 6th Concession to the front of the 7th Concession distance 8,218 feet..	5·91	feet.
Thence to the Centre Road, distance 2,228 feet...	1·18	"
Thence to the front of the 8th Concession, a distance of 13,124 feet.....	2·13	"
Thence to the side road between Lots 18 and 19, in the 9th Concession, a distance of 21,451 feet.....	0·71	"
Thence to the front of the 12th Concession, a distance of 20,247 feet	0·79	"
Thence to Sonya Bridge, distance 17,032 feet	2·78	"
Total fall in 16 miles.....	13·50	"

The river banks for a distance of 13½ miles below the centre road are from 12 to 18 inches above the surface of ordinary low water; they are partially overflowed at ordinary high water, and completely submerged during freshets. By commencing at Sonya Bridge at a depth of 8½ feet below the top of the north abutment of the bridge and dredging the channel to a uniform depth with an ascent of 4 inches to a mile, to the front of the 12th Concession, a distance of 3½ miles, the surface of the water would be lowered at that point $1\frac{68}{100}$ feet, and the ordinary high water level would be reduced to somewhat below the present low water surface; thence to the centre road all that is required to render the flats available for meadow and pasture lands, is to remove all sunken timber, driftwood, and brush from the channel, and clear away the alders from a space of 30 feet wide on each side of the river. The flats would still be subject to spring freshets, but not to an extent that would injure them for meadows and pasturage. To dredge the river as proposed from Sonya Bridge with a channel 30 feet wide, would require 23,000 cubic yards of excavation, and clearing the waterway from timber, drift-wood, and brush; and cutting the brush on each side of the river, being added thereto, I estimate the cost of the improvement, excepting branch drains, at $12,000, and Mr. Shier estimates the area of lands that would be benefitted by these works, at 2,000 acres.

Townships of Portland and Camden.

An instrumental survey has been made to ascertain the cost of draining the flooded lands in these townships. These lands are situate along the branches of the Napanee river, above the small village of Petworth and are overflowed in consequence of the heighth of the dam at that village, and of some ridges of limestone rock extending for a mile up stream from Petworth. The whole area of drowned lands appears to be about 5,984 acres in Portland, and 4,681 acres in Camden or 10,565 acres in all.

In addition to flooding these lands, great injury is done in spring freshets to the roads in the district where they pass through the submerged lands, and on parts of the Frontenac Colonization road the water sometimes lies 4½ feet in depth over the surface. When this occurs it cuts off all communication with the Madawaska River tract, some 90 miles north, until the waters subside, and thus causes serious injury to business in that district.

The soil over the greater part of the flooded land is better than that on the high lands adjoining, which are all well settled, and the land-holders are, therefore, very anxious to reclaim what they consider will become the best lands they possess. They have held meetings on the subject, and are most anxious that these lands should be reclaimed, under the provision of the Drainage Act.

The survey at Petworth included plans, levels, profile and cross sections of the Napanee River from below the dam to a mile above the village, and within these limits are all the obstructions which require removal. Levels were also taken at a number of points round the flooded lands to ascertain the relative heights of the surface of lands as compared with the height of the top of the dam at Petworth and of the surface of the ridges of rock requiring removal, and the following is a summary of the results, the levels being reduced to a datum representing a point on the main street of Petworth as having a height of 50 feet.

Reduced level of bed of river below dam	36·00	feet.
" top of dam at Petworth	43·85	"
" top of brackets on dam	44·40	"
" highest part of rock ridges across river	42·95	"
" bed of river 200 feet above dam	38·70	"
" bottom of proposed cut through rock ridges	38·70	"
" surface of low water above dam	43·20	"

On the town line between Camden and Portland, at the crossing of the stream from Vardy Lake, reduced level of bed of creek 44·64, surface of drowned land 46·19.

On the same stream, at its crossing of the road between the 3rd and 4th Concessions, bed of creek 50·28, surface of water 51·28, surface of land 52·48.

At the point where the stream from Mud Lake crosses the leading road from Moscow to Enterprise, bed of creek 40·74, surface of water 44·74, surface of drowned land 46·34.

At the point where the town line between Portland and Camden crosses the stream from Mud Lake, bed of creek 40·18, surface of water 43·28, surface of drowned land 44·68.

At the point where the main road from Moscow to Bell Rock crosses Mud Lake creek, bed of creek 35·02, surface of water 43·22, surface of drowned land 44·23.

At a point on Depot Lake Creek below Bell Rock, bed of creek 43·20, surface of water 44·20, surface of drowned land 46·20.

At a point on Hardwood Creek near Verona, bed of creek 39·44, surface of water 43·44, surface of drowned land 44·71.

At a point on Napanee Lake Creek where the road between the 6th and 7th Concessions crosses, surface of water 43·52, surface of drowned land 45·62.

These various levels clearly indicate that with ordinary high water, and especially with the brackets up on the dam at Petworth, the surface of the lands adjacent to the various streams mentioned would be flooded with back water, and that this evil can be remedied by the removal of the dam at Petworth, and by making a cut through the rock ridges which extend along the bed of the river for a distance of a mile above the dam.

The length of the entire excavations required would be 3,000 feet, the width of cut 50 feet, with a bottom grade of 38·70; the depth of excavations would range from 1 to 4·25 feet, the whole requiring 12,300 cubic yards of rock excavation. The estimated cost of this work is $13,000, and the completion of the cut, and removal of the dam, would lower the water 4 feet below its present surface, in the river above Petworth.

The cost to be incurred in connection with the removal of the dam at Petworth, which would have to be fixed by arbitration or other arrangement, should be added to the cost of the excavations in order to make a correct comparison between the cost of the required works and the increased value to be given to the lands thereby, which is estimated at $10 an acre, making a total $105,650.

Township of Enniskillen. County of Lambton.

An instrumental survey of the swamp lands in the township was made in 1871, by Mr. McMillan, C. E., and 33 miles of lines for projected drains were located as follows:—Drains Nos. 1 and 2, eight miles in length along the allowance for side road between lots 24 and 25 from the front of the 3rd to the rear of the 13th concession. In the inspection of these lands before the instrumental survey was made, it was thought this line, commencing at Black Creek on the 3rd concession, crossing Durham Creek on the 10th, and ending at the North branch of Bear Creek, in the 14th concession, would be favourable for the location of a main discharge drain to receive the waters of drains excavated on the concession lines extending eastwards to the boundary of Brooke, but the levels shew the surface so uniformly near one

height throughout, that with small exceptions this is not practicable, and the main lines of drains will therefore have to be located on the concession lines, and receive the waters from various parts of this line of drains.

Drain No. 3 is located along the allowance for road between the 4th and 5th concessions from the boundary of Brooke to a ravine in lot No. 15, from whence it will discharge into Black Creek. Its length will be 6½ miles.

Drain No. 4 is laid out along the allowance for road between the 6th and 7th concessions from Brooke town line to lot No. 18, where it will discharge into a creek. Its length will be 5¼ miles, and it will act as a discharge drain for a part of No. 2 drain

Drain No. 5 is located on the allowance for road between the 8th and 9th concessions, from the Brooke line to lot No. 15, where it will discharge into a branch of Durham Creek. Its length will be 6 miles, and it will also receive the waters of parts of No. 2 drain.

Drain No. 6 is laid out on the road allowance between the 10th and 11th concessions, from the side road between lots 24 and 25 to the side road between lots 18 and 19, whence it is intended to discharge into a drain leading into Durham Creek. Its length will be about 2½ miles.

Drains Nos. 7 and 8 having a length of nearly 4¾ miles, are located on the allowance for road between the 12th and 13th Concessions, and extend from the boundary of Brooke, to a branch of North Bear Creek, in Lot No. 19, and both drains will discharge into that creek.

The whole quantity of earthwork required in the excavation of these drains will amount to 191,700 cubic yards, and I estimate the cost of the works at $40,000.

An area of about 30,000 acres would be benefitted by these works, all the surface of which is covered with water for the most part of the year, excepting some small ridges, which are interspersed through the flat lands, and the whole is very heavily timbered with elm, and black ash; a large quantity of oak was on the lands, but this timber has mostly been cut and removed. Mr. McMillan says the soil is good, and when the land is cleared and drained, it will make excellent farms, and the drainage works would enhance its value from six to eight dollars an acre.

Township of West Nissouri, County of Middlesex.

The survey of swamp lands in this township by Mr. Weatherald, C. E., has been finished since commencing this report, and I am therefore able to state the result of the returns made to me thereon.

The wet and swamp lands requiring drainage are situate in the south-west part of the township, and have an area of about 6,000 acres The swamp commences about the limit between lot 10 and 11, in the 4th concession, extends along the 3rd and 4th Concessions as far as lot No. 4, then passes in a south-westerly direction through the 3rd, 2nd, and 1st Concessions, into the 1st Concession of the township of London, and a line for a drain has been located along the lowest parts of the swamp, so as to have a discharge into a stream in the township of London, which empties into the Thames.

The whole length of the projected work is 6¾ miles, and it will contain 47,000 cubic yards of earth requiring excavation; the grades are favourable there being 42 feet of fall from the head of the drain to its discharging point, and it will have a bottom width of 3 feet, increasing to five feet. The estimated cost of the work is $9,500, and it will unwater 6,000 acres of land, the increased value of which thereby is estimated by Mr. Weatherald at $10 an acre for 1,000 acres, and $2 an acre for 5,000 acres making a total increased value of $20,000.

Township of Drummond, County of Lanark.

In November, 1871, Mr. Springer, C. E., made a preliminary examination of the swamps in this township, and states that they cover an area of nearly 20,000 acres, which it is considered would comprise the best lands in the township, if reclaimed by drainage, and the Municipal Council is desirous of having this fully and effectually carried out. Mr. Springer is now engaged there making an instrumental survey of these swamps and locating lines for projected drains, and has nearly completed the work.

Township of Sarnia, County of Lambton.

An application having been made by the Municipal Council of the township of Sarnia, asking the Commissioner to have a survey made, with a view to the more effectual drainage of the lands in the township. Mr. John Jones, C. E., was instructed to make an examination of the swamp lands, and report to me thereon before commencing an instrumental survey. Mr. Jones in his report, states "That one of the principal objects that the council had in view when applying for the drainage of the township, under the Government scheme, was to provide more outlet for the water which has now to pass through what is called the Wawanosh drain, this drain not being large enough to contain the quantity of water which comes down the Perche Creek and its branches from the neighbouring townships of Enniskillen, Moore, and Plymton, the two former of which drain a very large quantity of their lands into Waddell and Perche Creeks, and being very wet townships, completely flood all the lands adjacent to these creeks, besides pouring such a volume of water into the Wawanosh drain as to render it entirely insufficient for the purposes for which it was cut, and thus leaving the township of Sarnia liable to constant actions for damages by the owners of lands in its neighbourhood. The Wawanosh drain was cut by the township of Sarnia, at a cost of about $18,000. It discharges into Lake Huron, on lot 24 in the front concession, and from this point takes a south-westerly and south-easterly course until it intersects side-line 12 and 13, in the 5th concession. The drain is about 9 feet wide in the bottom, with depths varying from 3 to 15 feet." After receiving Mr. Jones' preliminary report I accompanied him over a part of the township to examine the Wawanosh drain, and the Waddell and Perche creeks, and on my return to Toronto, instructions were given to him to make an instrumental survey, including a profile and cross sections of the Wawanosh drain, and embracing all the wet lands in the township. The returns from this survey have not yet been received, although I understand the field work is finished, and therefore I am unable to give details of quantities or cost of the works requisite for the completion of the drainage of the township.

Township of North Dorchester, County of Middlesex.

There is a large swamp in the township of Dereham which extends into the township of North Dorchester, and the municipality of Dereham has excavated a drain 20 feet wide, and about 3½ feet deep through the part of the swamp in Dereham, and about half a mile into Dorchester, and an action at law is spoken of to compel the municipality of the latter township to continue the drain far enough to let the water off from Dereham. On application from the Council of North Dorchester, Mr. McMillan, C. E., was instructed to make a survey, and locate a line for a drain in that township in continuation of the Dereham drain, but illness having prevented him from completing the survey, I am unable to give details, except that about 900 acres of lands in North Dorchester would derive benefit from the work.

Township of East Williams, County of Middlesex.

There is a swamp in this township extending from the 14th to the 19th Concessions, the chief part of which is situate on lots 13, 14, and 15, in the 17th, 18th, and 19th Concessions, and the roads in the vicinity are rendered almost impassable by the water which accumulates on its surface. Mr. Dyas, C. E., has been instructed to make a survey and locate a drain line there, and he states that the unwatering of the swamp will require a drain about 800 rods long, with 4 feet bottom width, and having an average depth of 4 feet. The owners of the land are very anxious for the work to proceed, but the depth of snow has caused a delay in obtaining the necessary levels.

Township of Dawn, County of Lambton.

At the request of the Municipal Council of the township, a survey for a line of drain is now in progress in Dawn, along the allowance for road between lots 25 and 26, the head of the proposed drain to be at the east end of the 11th Concession, and its outlet at the town-line of Sombra, where it would discharge into one of the projected drains in that township.

Township of London, County of Middlesex.

In answer to an application from the Council of the township, Mr. McMillan, C. E., was sent to examine the swamp lands in the 8th, 9th, 10th, and 11th Concessions, situate along the banks of a stream in the westerly part of the township. He states that in the 6th and 7th Concessions the stream is well defined, but that it overflows at high water and would be the better of deepening and straightening. In the 8th, 9th, 10th, and 11th Concessions, the stream becomes lost in a willow swamp of about 400 acres, which would be greatly benefitted by a chanuel being made through it for the creek, and this would confer great benefit on the owners of lands for a considerable distance east and west of the marsh, by enabling them to make lateral drains into the proposed drain.

Township of Winchester, County of Dundas.

In accordance with a request from the Municipal Council an examination of swamp lands has been made in this township with a view of ascertaining their extent, and locality, and the practicability of their drainage.

There is one swamp covering an area of about 6,000 acres situate in the 9th, 10th, 11th, and 12th Concessions, along the South Branch of the Castor River, and the surface of these lands is flooded on account of two obstructions in the river which form rapids and dam up the waters in their rear.

The obstruction at the first rapid consists of a formation of gravel cemented with blue clay, which has a length of about 300 feet, and gives a fall of 4 to 5 feet in the river in that distance, above this obstruction in low water, there is a depth of 4 to 5 feet of water, with a deposit of 3 feet of vegetable mould on the bed of the river, which is rock and if the bar should be removed, the deposit would be swept away by spring floods, and the bottom of the river would be lowered 7 or 8 feet. The second obstruction is of a similar nature and extent, and in low water it backs up the water in the river to the lower end of the first bar.

The river where these obstructions exist is about 80 feet in width at low water, and if they were removed the lands in this swamp would be drained by confining the water in floods within the banks of the river, and the surface water would thus have a better means of rapid escape, but as it is at present, in spring time the people often have to use boats to get to and from their houses.

At the south side of the Nation River in the first and second Concessions, there is another swamp having an extent of 3,400 acres and situate on lots 8 to 19 on those Concessions. There are two streams passing through this swamp which are well defined before entering and after leaving its borders, but spread out and become lost in the marshes which cover its area, and in order to effect the drainage of the lands, proper channels will have to be cut through for both streams, and these with a drain dug along the line of the road in front of the second concession would effectually drain the whole.

Township of Clarence, County of Russell.

An examination of this township was made by Mr. Sparks, of Ottawa, for the purpose of defining the limits of the swamp land therein, and he states that there are only two sections, (other than the portions settled on), that require drainage, namely: those parts of the 1st 2nd, 3rd, and 4th, Concessions adjoining Cobb's lake, and also parts of the 7th, 8th, 9th, 10th, and 11th Concessions. The drainage of the Cobb's lake swamp would be effected by clearing out Black Creek as far as the Nation River, and the excavation of drain lines through the area of the swamp, and the unwatering of the other swamps would be effected in a similar manner by means of outlets into Bear Creek and North Indian Creek. The whole area of these swamps does not exceed 11,000 acres.

The details given in this report comprise a brief summary of all the examinations of swamp or marsh land which have been made during the past year, and in every instance these surveys and examinations have been undertaken at the request of the municipal authorities of the townships or of the owners of the lands.

I have the honour to remain

Your obedient servant,

Thos. N. Molesworth,

Assistant Engineer.

STATEMENTS

OF

ACCOUNTANT.

No. 1.—STATEMENT shewing the Total Expenditure on Public Works for Ontario, during the four years ending 31st December, 1871 (Capital Account).

NAME OF WORK.	Expenditure, 1868.	Expenditure, 1869.	Expenditure, 1870.	Expenditure, 1871.	Total to 31st December, 1871.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Parliament and Departmental Buildings	47,659 81	2,808 59		1,862 38	52,330 78
Government House	27,709 64	39,760 84	37,867 29		105,337 77
Asylum for the Insane, Toronto, New Wings—Construction	47,640 84	62,852 06	16,901 36	6,787 91	134,182 17
Do do do Insurance		245 75			245 75
Do do do Furniture		3,514 05	7,295 74	1,689 26	12,499 05
Do do Pumping engine on Lake shore		1,497 65			1,497 65
Do do House for Caretaker		600 00			600 00
Do do Corridor walls			2,035 66		2,035 66
Do do Ordnance Land				21,000 00	21,000 00
Do do Drainage of Land				954 43	954 43
Do London, Land and Construction		75,161 07	146,527 76	49,068 19	270,757 02
Do do Furniture			11,033 87	22,657 89	33,691 76
Deaf and Dumb Institute, Belleville, Land and Construction	(a) 450 00	40,993 25	31,131 10	7,669 27	80,243 62
Do do Furniture			5,366 43	2,595 97	7,962 40
Do do Grounds				2,009 09	2,009 09
Blind Institute, Brantford, Land and Construction			15,533 94	52,030 58	67,564 52
Do do Furnitnre				454 23	454 23
Do do Grounds				1,300 00	1,300 00
Reformatory, Penetanguishene			7,590 95	4,489 79	12,080 74
Registry Office and Gaol, Bracebridge, Muskoka	(a) 1,207 74				1,207 74
Court House and Gaol, Sault de Ste. Marie			1,624 42	845 10	2,469 52
Registry Office and Lock-up House, Parry Sound				1,715 20	1,715 20
Do do Thunder Bay				1,994 85	1,994 85
Agricultural College, Land and Construction				47,350 00	47,350 00
College of Technology				38,509 34	38,509 34
Central Prison				10,925 96	10,925 96
Asylum for Adult Idiots, London				6,554 04	6,554 04
Normal and Model Schools				13,613 50	13,613 50
Brock's Monument, Repairs and Laying out Grounds			981 10		981 10
Lock on Rosseau River, Muskoka		6,978 33	11,792 27	15,771 94	34,542 54
Lock at Young's Point, Peterborough		10,788 45	18,804 95	441 67	30,035 07
Lock between Balsam and Cameron Lakes		495 63	3,837 32	11,382 25	15,715 20
Scugog River Works			19,040 61	8,719 73	27,760 34
Cut between Lakes Joseph and Rosseau			6,794 30	2,967 50	9,761 80

Pigeon River Works				1,527 40	1,527 40
Sydenham River Works				374 76	374 76
Nottawasaga River Works				1,708 82	1,708 82
Kaministaquia River Works				197 10	197 10
Washago and Gravenhurst Road			17,203 43	7,985 26	25,188 69
Wharf at Washago				489 22	489 22
Clearings and Log-houses on Free Grant Lands—Settler's Homestead Fund				3,682 03	3,682 03
Roads in the Township of Ryerson				(b) 1,409 04	1,409 04
Brooke Drainage Works			1,785 00	13,433 95	15,218 95
Dunwich do			3,546 30	2,793 00	6,339 30
Ekfrid, Caradoc, and Metcalfe Drainage Works			4,947 05	6,361 70	11,308 75
Grey Drainage Works			1,416 00	4,711 55	6,127 55
Moore do				194 80	194 80
Mosa do			7,032 15	1,973 26	9,005 41
Raleigh do			10,555 00	14,636 15	25,191 15
Russell do			4,346 32	7,197 45	11,543 77
Tilbury, East do			204 00	17,553 50	17,757 50
Surveys and Drainage of Swamp Lands—Provincial Account	(a) 678 90	2,925 05	12,539 97	9,345 25	25,489 17
Surveys, Inspections, Arbitrations, and Awards				1,137 34	1,137 34
Totals	125,346 93	248,620 72	407,734 29	432,071 65	1,213,773 59

(a) Charged to "Unforeseen and Unprovided" in Public Accounts.

(b) Charged to "Colonization Roads" in Public Accounts.

DEPARTMENT OF PUBLIC WORKS,
TORONTO, *2nd January*, 1872.

F. T. JONES,
Accountant.

No. 2.—Expenditure for Repairs, &c., by the Department of Public Works during 1871, (Part of Maintenance Accounts.)

Name of Work.	Expenditure for 1871.
	$ cts.
Government House	4,503 17
Executive Council's Office	288 15
Attorney-General's Office	288 15
Treasury Department	934 09
Secretary and Registrar's Office	934 08
Department of Agriculture and Public Works	934 08
Crown Lands Department	1,904 69
Parliament Building	4,514 52
Osgoode Hall, Toronto	284 56
Normal and Model Schools, Toronto, Repairs	1,536 80
Do. do. Fuel	816 10
Depository, Toronto, Fuel	353 25
Museum, do. do.	321 00
Education Office, Toronto, Fuel	317 00
Lock at Young's Point, Lock-master's Salary	75 00
Lock at Lindsay, do	150 00
Total	18,154 64

F. T. JONES,
Accountant.

Department of Public Works,
Toronto, 2nd January, 1872.

No. 3.—Property Purchased by the Department in 1871.

Date of Deed.	By whom Sold.	To whom Sold.	Description of Property.	For what Purpose used.	Area in Acres.	Price.
1871						$ cts.
May 17	The Dominion of Canada	The Province of Ontario	Ordnance Reserve, being land on the East side of the Western limits of the City of Toronto, and between Queen Street and the Great Western Railway track	Asylum for the Insane, Toronto	149¾	21,000 00
October 17	Laurence Coffee	Her Majesty	Lot 7, in the 1st Meridional Concession of Etobicoke, in the County of York	Agricultural College	100	6,500 00
Nov. 2	George Allan Arthurs and others	do	Lots 6, in the 1st and 2nd Meridional Concessions of Etobicoke	do	191 87/100	12,471 55
" 6	Thomas Botham	do	Lots 8, in the 1st and 2nd Meridional Concessions of Etobicoke	do	200	18,000 00
" 10	Patrick Joseph Woods	do	Lot 7, in the 2nd Meridional Concession of Etobicoke	do	100	8,400 00
" 14	The Toronto Mechanics' Institute	do	Lots 11 and 12, on the East side of Church Street, South of Stanley Street; and Lots A and 10 on the North side of Adelaide Street, in the City of Toronto, being part of Block "D," School Reservation	College of Technology	14,040 square feet	36,500 00
						102,871 55

F. T. JONES.

Department of Public Works,
Toronto, *2nd January*, 1872.

No. 4.—Contracts and Bonds entered into with Her Majesty during 1871.

Date of Instrument.	Work.	Subject of Contract.	Contractors.	Sureties in Bonds.	Amount.
					$ cts.
January 19.....	Deaf and Dumb Institute	Heating Apparatus.....	C. W. & T. L. Kempster.....	J. E. O'Reilly, John Bell, and E. W. Bateman.....	1,000 00
March 27	London Lunatic Asylum	Gardener's house, Greenhouse, Forcing house, Shed, Hen-house, Piggery, Well, &c.....	John Christie	.....	2,300 00
April 27.....	do	Fountain	John Gollop.....	.....	266 00
June 15.....	Parliament Buildings.....	Sewer, &c.....	Benjamin Walton	A. Hamilton and E. Stephenson.....	1,350 00
	Asylum for Adult Idiots.....	Water pipes.....	Edward Rogers.	.....	399 00
	London Lunatic Asylum	do	do	.....	151 00
	do	Storehouse	H. A. Baxter & H. M. Melville	Henry Taylor and John Elliott.....	3,595 00
" 26.....	Asylum for Adult Idiots.....	Whole work	John Christie	Charles T. Smith and A. T. Chapman	9,800 00
July 1.....	Scugog River Works.....	Dredging, &c., above Lindsay.....	Thomas Walters	.....	3,282 76
	do	Swing bridge at Wellington St...	do	George Crandell and George Brownlee	2,500 00
" 15.....	Works in Township of Ryerson...	Clearings and Loghouses on 25 lots	Andrew Starratt.....	Thos. D. Shenick and Thos. P. Bradshaw	4,625 00
" 20.....	Normal School Buildings.....	Enlarging Model School; Propagating house and furnace, Storehouse and Tool-house.....	John Elliott.....	James Weyms and James Tutt	15,537 00
	Roads in Ryerson	Fourteen miles of road	George Geary	John Geary, jun., and Thos. Harrison	at scale of prices
August 2.....	Deaf and Dumb Institute	Laying gas pipes, &c.....	Belleville Gas Co.	.....	4,000 00
" 4.....	Kaministaquia River Works	Excavation of channel	E. T. Williams	W. W. Williams and L. T. Trempe...	9 cubic yd, 45
" 7.....	Blind Institute.....	Laying gas pipes.....	John Mann and the Brantford Gas Co.....	.....	2,747 00
" 11.....	Parry Sound, Registry Office and Lock-up house.....	Whole work	John McClelland.....	John D. Beaty and Samuel Armstrong	1,675 00
September 13..	Agricultural College	200 acres of land, wheat, rails, &c.	Thomas Botham.....	.....	18,100 00
" 13..	Central Prison.....	Main building, Steam-heating, Roads, Main drains, Boundary walls, and Ashpits	John Elliott.....	James Weyms, Thomas Glassco, and G. R. Van Norman.....	129,321 00
" 16..	Sydenham River Works	Whole work.....	William Taylor	W. S. McLean and H. McLean.....	1,800 00
" 28..	Moore Drainage Works.....	No. 5 drain	William Tennyson	Thomas Moore and Daniel Tennison..	1,572 50
October 2.....	do	Nos. 4, 10, 11, and 13 drains	William Barnum.....	John McDougall and Neil Morrison...	10,935 65
" 13.....	Pigeon River Works	Portion of the dredging, &c.....	Thomas Walters.....	.....	at scale of prices
November 14..	College of Technology..	Repairs and alterations on exterior (interior work at scale of prices)	Jas. Walsh and Geo. Loveys.	George Harding and James Farquhar	2,990 00
December 6....	Agricultural College.....	Whole building.....	H. J. Sutton and R. T. Sutton	C. H. Waterous, G. H. Wilkes, and J. Forde.....	47,900 00

Department of Public Works,
Toronto, 2nd January, 1872.

F. T. JONES.

ORDERS IN COUNCIL

RELATIVE TO THE

RAILWAY AID FUND.

PROVINCIAL SECRETARY'S OFFICE, *Toronto, 2nd March*, 1872.

The following Orders in Council made under the provisions of the "Act in Aid of "Railways," are published in accordance with the requirements of the "Act to make "further provision touching the appropriation of the Railway Fund."

PETER GOW,
Secretary.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the fourteenth day of October, A.D. 1871.

The Committee of Council have had under consideration the application of the "North "Grey Railway Company," claiming that a portion of the road contemplated to be built by them is now in course of construction between the Town of Collingwood and the Village of Meaford, and that they are therefore entitled to a share of the appropriation by the Act entitled, "An Act in Aid of Railways," 34 Vic., cap. 2, and the Committee are of opinion that the company have furnished the proof required by the 3rd section of the said Act.

The Committee recommend that an Order in Council be passed declaring that the said Company shall be entitled to the sum of two thousand dollars per mile out of the said Aid, to be paid for the distance between the Town of Collingwood and the Village of Meaford so soon as the said last-mentioned portion of the line shall be reported by the Commissioner of Agriculture and Public Works to be completed as provided in the 2nd section of the said Act.

Certified,
J. G. SCOTT,
C. E. C.

Executive Council Chamber,
1st March, 1872.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the fourteenth day of October, A.D. 1871.

The Committee of the Executive Council have had under consideration the application of the "Toronto, Simcoe, and Muskoka Junction Railway Company," claiming that a portion of the road contemplated to be built by them is now under contract, and is being constructed between the Town of Barrie and Washago, and that they are therefore entitled to a share of the appropriation by the Act entitled. "An Act in Aid of Railways," 34 Vic., cap. 2, and the Committee are of opinion that the company have furnished the proof required by the 3rd section of the said Act.

The Committee recommend that an Order in Council be passed declaring that the said company shall be entitled to the sum of two thousand dollars per mile out of the said Aid, to be paid for the distance between the Town of Barrie and the Village of Orillia, so

soon as the said last-mentioned portion of the line shall be reported by the Commissioner of Agriculture and Public Works to be completed, as provided in the 2nd section of the said Act. The Committee reserve for future consideration the amount per mile to be allotted to the said company between the said Village of Orillia and Washago.

Certified,
J. G. Scott,
C. E. C.

Executive Council Chamber,
1st March, 1872.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the twenty-eighth day of February, A.D. 1872.

The Committee of Council have had under consideration the application of the "Toronto, Simcoe, and Muskoka Railway Company," for aid under the "Act in Aid of Railways," and they advise that, subject to the ratification of this Order in Council by resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fund to the said company on the fulfilment of the conditions of the said Act, of a sum equal to four thousand dollars per mile, of that portion of the said Railway between Orillia village and Washago.

Certified,
J. G Scott,
C. E. C.

Executive Council Chamber,
28th February, 1872.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the twenty-eighth day of February, A.D., 1872.

The Committee of Council have had under consideration the application of the "Toronto and Nipissing Railway Company" for aid under the "Act in Aid of Railways" and they advise that subject to the ratification of this Order in Council by resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fund to the said company, on the fulfilment of the conditions of the said Act, of a sum equal to two thousand dollars per mile of that portion of the said railway between the Village of Uxbridge and the point of intersection of the Portage Road in the Township of Eldon, and of a sum equal to three thousand dollars per mile of that portion of the said railway between the last mentioned point and Coboconk.

The Committee further advise that payment be authorized in respect of any portion of the said railway, not less than twenty miles in length, on the fulfilment of the conditions of the said Act, as to such portion, and on proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a *bona fide* and sufficient contract for the completion of the works on the remainder of the line between Uxbridge and Coboconk.

Certified,
J. G. Scott,
C. E. C.

Executive Council Chamber,
28th February, 1872.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the twenty-eighth day of February, A.D. 1872.

The Committee of Council have had under consideration the application of the "Wellington, Grey and Bruce Railway Company" for aid under the "Act in Aid of Railways," and they advise that subject to the ratification of this Order in Council by resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fund to the said company, on the fulfilment of the conditions of the said Act, of a sum equal

to two thousand dollars per mile of that portion of the said railway between Harrison and the point of intersection of the southerly boundary of the Township of Carrick, in the County of Bruce, and of a sum equal to two thousand dollars per mile of that portion of the said railway between the last mentioned point and Southampton.

The Committee further advise that having regard to all the facts and to the agreement made between the County of Bruce and the company the grant of aid under this Order in Council be subject to the condition that the company shall in satisfaction of the said agreement, deliver to the Treasurer of Ontario to be returned as cancelled to the Corporation of the County of Bruce such an amount of the debentures of the county issued in respect of its bonus to the company as shall at par be equal to one half of the aid granted under this Order in Council, for that portion of the said railway lying within the limits of the County of Bruce.

The Committee further advise that payment be authorized in respect of any portion of the said railway not less than twenty miles in length in the fulfilment of the conditions of the said Act as to such portion and in proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a *bona fide* and sufficient contract for the completion of the works on the remainder of the line between Harriston and Southampton.

Certified,
J. G. Scott,
C. E. C.

Executive Council Chamber,
28th February, 1872.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the twenty-eighth day of February, A.D. 1872.

The Committee of Council have had under consideration the application of the "Toronto, Grey, and Bruce Railway Company" for aid under the "Act in Aid of Railways," and they advise that subject to the ratification of this Order in Council by resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fund to the said Company on the fulfilment of the conditions of the said Act, of a sum equal to two thousand dollars per mile of that portion of the said railway between Orangeville and Hamilton, and of a sum equal to two thousand dollars per mile of that portion of the said railway between Orangeville and Owen Sound.

The Committee further advise that seeing no contract has been produced for the construction of that portion of the said railway between Mount Forest and Harriston, the grant of aid under this Order in Council in respect of that portion of the said railway be subject to the condition that proof be furnished to the satisfaction of the Lieutenant-Governor in Council before the first day of December next, of a *bona fide* and sufficient contract for the completion of the works (exclusive of track-laying), on the railway between Mount Forest and Harriston.

The Committee further advise that payment be authorized in respect of any portion of the said railway, not less than twenty miles in length, on the fulfilment of the conditions of the said Act as to such portion and on proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a *bona fide* and sufficient contract for the completion of the works on the remainder of the line between Orangeville and Owen Sound, and Orangeville and Harriston.

Certified,
J. G. Scott,
C. E. C.

Executive Council Chamber,
28th February, 1872.

Copy of an Order in Council, approved by His Excellency the Lieutenant-Governor, the twenty-eighth day of February, A.D. 1872.

The Committee of Council have had under consideration the application of the "Midland Railway Company" for aid under the "Act in aid of Railways," and they

advise that, subject to the ratification of this Order in Council by resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fund to the said company on the fulfilment of the conditions of the said Act, of a sum equal to two thousand dollars per mile of that portion of the said railway between Beaverton and Orillia, not including the branch to St. John Lake, on condition that the said company shall before the first day of May next, agree by an instrument embodying all proper details, and approved by the Lieutenant-Governor in Council, to do what may be necessary in order to give the "Grand Junction Railway Company running powers over that portion of the said railway lying between the point of junction at or north of Beaverton and Orillia, on terms to be settled between the companies by the award of the majority of three arbitrators, one to be chosen by each company, and the third by the two so chosen, or in case of disagreement by the Lieutenant-Governor in Council, in making which award the arbitrators are to have regard to the amount of public aid granted to that portion of the said railway under this Order in Council.

Certified,
J. G. SCOTT,
C. E. C.

Executive Council Chamber,
28th February, 1872.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the twenty-eighth day of February, A.D. 1872.

The Committee of Council have had under consideration the application of the "Montreal and City of Ottawa Junction Railway Company" for aid under the "Act in aid of Railways," and they advise that, subject to the ratification of this Order in Council by resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fund to the said company, on the fulfilment of the conditions of the said Act, of a sum equal to Two thousand dollars per mile of that portion of the said railway between the point of intersection of the Province Line in the County of Glengarry and the City of Ottawa.

The Committee further advise that, seeing no contract has been produced for the construction of the said railway, the grant of aid under this Order in Council be subject to the condition that proof be furnished to the satisfaction of the Lieutenant-Governor in Council before the first day of December next, of a *bona fide* and sufficient contract for the completion of the works (exclusive of track-laying) on the railway, between the point of junction with the Grand Trunk Railway and the City of Ottawa.

The Committee further advise that payment be authorized in respect of any portion of the said railway, not less than twenty miles in length, on the fulfilment of the conditions of the said Act as to such portion and on proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a *bona fide* and sufficient contract for the completion of the works on the remainder of the line between the point of junction with the Grand Trunk Railway and the City of Ottawa.

Certified,
J. G. SCOTT,
C. E. C.

Executive Council Chamber,
28th February, 1872.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the twenty-eighth day of February, A.D. 1872.

The Committee of Council have had under consideration the application of the "Grand Junction Railway Company," for aid under the "Act in Aid of Railways," and they advise that, subject to the ratification of this Order in Council by resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fund to

the said company, on the fulfilment of the conditions of the said Act, of a sum equal to two thousand dollars per mile of that portion of the said railway between Belleville and Lindsay.

The Committee further advise that seeing no contract has been produced for the construction of the said railway, the grant of aid under this Order in Council, be subject to the condition that proof be furnished to the satisfaction of the Lieutenant-Governor in Council, before the first day of December next, of a *bona fide* and sufficient contract for the completion of the works (exclusive of track-laying), on the railway between Belleville and Lindsay.

The Committee further advise that payment be authorized in respect of any portion of the said railway, not less than twenty miles in length on the fulfilment of the conditions of the said Act, as to such portion, and on proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a *bona fide* and sufficient contract for the completion of the works on the remainder of the line between Belleville and Lindsay.

Certified,

J. G. SCOTT,
C. E. C.

Executive Council Chamber,
28th February, 1872.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the twenty-eighth dpy of February, A.D. 1872.

The Committee of Council have had under consideration the application of the "Canada Central Railway Company," for aid under the "Act in aid of Railways," and they advise that, subject to the ratification of this Order in Council by resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fnnd to the said company, on the fulfilment of the conditions of the said Act, of a sum equal to two thousand six hundred and fifty dollars per mile of that portion of the said railway between Sandpoint and Pembroke, on condition that the said company shall, before the first day of May next, agree, by an instrument embodying all proper details, and approved by the Lieutenant-Governor in Council, to do what may be necessary in order to give the "Kingston and Pembroke Railway Company" running powers over that portion of the said railway lying between the point of approximation near Douglas and Pembroke, on terms to be settled between the companies by the award of the majority of three arbitrators, one to be chosen by each company, and the third by the two so chosen, or in case of disagreement by the Lieutenant-Governor in Council, on making which award the arbitrators are to have regard to the amount of public aid granted to that portion of the said railway under this Order in Council.

The Committee further advise that payment be authorized in respect of any portion of the said railway, not less than twenty miles in length, on the fulfilment of the conditions of the said Act as to such portion, and on proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a *bona fide* and sufficient contract for the completion of the works on the remainder of the line between Sand Point and Pembroke.

Certified,

J. G. SCOTT,
C. E. C.

Executive Council Chamber,
28th February, 1872.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the twenty-eighth day of February, A.D. 1872.

The Committee of Council have had under consideration the application of the "Kingston and Pembroke Railway Company," for aid under the "Act in aid of Railways," and they advise that, subject to the ratification of this Order in Council by resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fund to

the said company, on the fulfilment of the conditions of the said Act, of a sum equal to two thousand dollars per mile of that portion of the said railway between Kingston and a point on the said railway twenty miles northerly from Kingston, and of a sum equal to Two thousand six hundred and fifty dollars per mile of that portion of the said railway between the last mentioned point, and a point on the said railway fifteen miles northerly, and of a sum equal to three thousand two hundred and fifty dollars per mile of that portion of the said railway between the last mentioned point and a point twenty three miles southerly from Pembroke; and of a sum equal to two thousand six hundred and fifty dollars per mile of that portion of the said railway between the last mentioned point, and a point sixteen miles southerly from Pembroke.

The Committee further advise, that seeing that no contract has been produced for the construction of the said railway, the grant of aid under this Order in Council be subject to the condition that proof be furnished to the satisfaction of the Lieutenant-Governor in Council, before the first day of December next of a *bona fide* and sufficient contract for the completion of the works (exclusive of track-laying) on the railway between Kingston and Pembroke.

The Committee further advise that payment be authorized in respect of any portion of the said railway, not less than twenty miles in length, on the fulfilment of the conditions of the said Act as to such portion, and on proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a *bona fide* and sufficient contract for the completion of the works on the remainder of the line between Kingston and Pembroke.

Certified,

J. G. Scott,
C. E. C.

Executive Council Chamber,
28th February, 1872.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the twenty-eighth day of February, A.D. 1872.

The Committee of Council have had under consideration the application of the "Hamilton and Lake Erie Railway Company" for aid under the "Act in Aid of Railways," and they advise that, subject to the ratification of this Order in Council, by resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fund to the said company, on the fulfilment of the conditions of the said Act, of a sum equal to two thousand dollars per mile of that portion of the said railway between Hamilton and Jarvis.

The Committee further advise that, seeing no contract has been produced for the construction of the said railway, the grant of aid under this Order in Council be subject to the condition that proof be furnished to the satisfaction of the Lieutenant-Governor in Council, before the first day of December next, of a *bona fide* and sufficient contract for the completion of the works (exclusive of track laying) on that portion of the railway between Hamilton and Jarvis.

The Committee further advise that payment be authorized in respect of that portion of the said Railway between Hamilton and Caledonia, on the fulfilment of the conditions of the said Act, as to such portion, and on proof to the satisfaction of the Lieutenant-Governor in Council, of the existence of a *bona fide* and sufficient contract for the completion of the works on the remainder of the line between Hamilton and Jarvis.

Certified,

J. G. Scott,
C. E. C.

Executive Council Chamber,
28th February, 1872.

RETURN

To an Address of the Legislative Assembly to His Excellency the Lieutenant Governor, praying that he will cause to be laid before the House a Return shewing the amount of emoluments of office received during the year 1871, by the several Clerks of the Peace and County Crown Attorneys of this Province, and shewing, in tabular form, the nature of the services for which such emoluments were so received, and the gross amounts received for each particular kind of service.

By command,

PETER GOW,

Secretary.

Provincial Secretary's Office,
Toronto, 28th February, 1872.

RETURN showing the amount of Emoluments of Office received during the year 1871, by the several Clerks of the Peace of the Province of Ontario, and specifying the nature of the services for which such Emoluments were so received, and the gross amounts received for each particular kind of service.

Name.	County or union of Counties.	Making up Jurors' Books, selecting and drafting Jurors and all other services under the Jury Law.	Fees for services at General Sessions of the Peace, including Appeals.	Fees for services at the County Judge's Criminal Court.	Making out schedules of convictions for exhibition in my office and the Court House, and for publication, and copies of Returns of convictions by Justices of the Peace for Government, and also all other returns of convictions and reports of evidence called for by the Government.	Other miscellaneous services under Election Law, Naturalization Act and Tariff of Fees of 1862 (exclusive of above.)	Services as District Registrar of Births, Marriages, and Deaths, payable on 30th June in each year.	Commission on Licenses (where Clerk of the Peace is not also County Attorney.)	Total Amount.	Remarks.
	Algoma District :	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
John Cameron	Brant	215 00	145 35	120 90	69 00	107 35	100 00	108 42	866 02	
D. W. Ross	Bruce	259 92	59 10	6 00	161 50	123 55	100 00	.....	710 07	
Robert Lees	Carleton	410 50	110 77	120 80	60 00	167 62	100 00	.....	969 69	
James Farley	Elgin	247 00	98 68	39 20	279 95	3 50	100 00	.....	768 33	
Samuel Smith Macdonell	Essex	.....	54 85	19 40	26 00	43 38	.....	.....	143 63	
Alexander S. Kirkpatrick	Frontenac	236 90	251 91	98 00	99 00	175 23	100 00	.....	961 04	
Wm. Armstrong	Grey	391 00	286 00	5 80	50 00	30 90	100 00	83 88	947 58	
John Robert Martin	Haldimand	156 24	52 00	82 50	89 00	235 58	100 00	.....	715 32	
John Dewar	Halton	260 25	67 55	65 90	87 00	157 86	100 00	.....	738 56	
Charles L. Coleman	Hastings	309 00	60 00	50 00	50 00	25 00	100 00	.....	594 00	
Daniel Lizars	Huron	432 71	62 66	56 60	172 00	515 86	100 00	111 00	1,450 83	No. 6, $50 yet unpaid.
William Douglas	Kent	210 80	93 00	30 00	53 00	441 00	100 00	.....	927 80	No. 6, includes $60 per cent.
Peter Taylor Poussett	Lambton	243 00	104 10	73 30	228 25	5 25	100 00	.....	754 90	and $40 for stationery and
W. R. F. Berford and Donald Fraser	Lanark	404 50	6 00	.....	44 28	29 15	.....	.....	483 93	postage.
James Jessup	Leeds and Grenville	318 00	49 14	53 20	213 80	273 35	100 00	.....	1,007 49	
William Albert Reeve	Lennox and Addington	243 50	38 50	55 30	89 50	97 35	100 00	.....	624 15	Licenses issued by Depy.
Rolland Macdonald	Lincoln	262 00	258 00	51 00	51 00	16 00	100 00	.....	738 00	Clk. of the Crown & Pleas.
Charles Hutchinson	Middlesex	390 39	235 87	215 40	76 00	685 04	100 00	.....	1,702 71	
Henry A. Hardy	Norfolk	334 00	141 45	120 80	65 60	491 84	100 00	.....	1,253 69	
John Douglas Armour	Northumb'd & Durham	538 00	71 90	84 20	52 00	284 51	100 00	.....	1,130 61	
H. J. Macdonell	Ontario	203 50	72 00	115 00	457 60	.....	100 00	82 20	1,030 30	Miscellan's services of every
Francis W. Ball	Oxford	255 79	117 60	63 60	64 00	313 77	100 00	.....	914 76	kind included in No. 4 & 5.

George Green	Peel	158 25	52 90	44 50	74 00	299 29	100 00	.....	728 94	
M. Hayes	Perth	295 00	32 00	154 80	64 00	456 54	100 00	.....	1,102 34	
C. A. Weller	Peterboro'	246 00	60 50	43 20	145 50	44 91	100 00	.....	640 11	
Edward Taylor Dartnell	Prescott and Russell	241 00	21 40	35 40	138 00	190 36	100 00	.....	726 16	
P. Low	Prince Edward	276 00	54 85	.....	72 00	108 32	100 00	.....	611 17	
Henry Hamilton Loucks	Renfrew	208 00	32 00	45 45	76 00	73 27	100 00	.....	534 72	
Wm B. McVity	Simcoe	405 50	167 92	226 59	332 00	338 60	100 00	.....	1,570 61	
J. B. McLennan	Stormont, Dundas & G.	253 28	90 95	76 65	71 05	126 36	100 00	.....	718 29	
Anthony Lacourse	Victoria	267 00	76 10	83 70	88 00	228 90	.....	.....	743 70	No. 6 not yet received.
W. H. Bowlby	Waterloo	352 00	69 10	81 60	118 00	483 46	100 00	.....	1,204 16	
Lorenzo D. Raymond	Wellaud	203 00	34 39	72 74	61 25	275 59	108 45	.....	755 42	No. 7, services performed by
T. Saunders	Wellington	600 00	349 75	83 50	138 00	13 50	100 00	157 44	1,442 19	Depy. Clk. of the Crown.
Samuel B. Freeman	Wentworth	413 00	160 00	219 60	66 00	155 30	100 00	.....	1,113 60	No. 7 not given to me.
John McNab	York	77 48	88 10	63 70	15 25	214 10	100 00	.....	558 63	
Joseph Jackes	York	445 64	247 10	162 20	61 00	507 01	100 00	.....	1,422 95	

NOTE.—Where the offices of County Attorney and Clerk of the Peace are combined the largest receipts are from—

York	$3,056 88
Middlesex	2,748 40
Wentworth	1,832 60
Frontenac	1,562 04
Northumberland and Durham	1,514 61
Perth	1,469 25
Norfolk	1,464 19
Waterloo	1,423 66
Kent	1,243 31
Lincoln	1,102 68
Victoria	1,047 00

The receipts from the remaining (combined) offices are under $1,000.

I. R. ECKART,
Chief Clerk.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 28th February, 1872.

RETURN showing the amount of Emoluments of Office received during the year 1871, by the several County Attorneys of the Province of Ontario, and specifying the nature of the services for which such Emoluments were so received, and the gross amounts received for each particular kind of service.

Name	County or Union of Counties.	Fees for services rendered at the General Sessions of the Peace.	Fees for services rendered at County Judge's Criminal Court.	Fees for assistance rendered to the Crown Counsel at Assizes.	Commission on Law Stamps.	Commission on Licenses.	Miscellaneous or extra services.	Total Amount.	REMARKS.
	Algoma District :—	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
G. R. Van Norman	Brant	60 90	154 25	.....	78 28	.....	.....	293 43	
D. W. Ross	Bruce	33 00	.....	12 00	65 60	.....	10 50	121 10	
Robert Lees	Carleton	24 80	100 00	60 00	128 75	.....	12 00	325 55	
James Stanton	Elgin	65 00	112 00	.....	35 63	75 18	114 80	402 61	In No. 2 for Indictments, $42 included.
Saml. Smith Macdonell	Essex	63 00	200 60	.....	40 00	94 32	32 50	430 42	
Alex. S. Kirkpatrick	Frontenac	118 00	120 00	96 00	70 00	171 00	26 00	601 00	
John Creasor, jr	Grey	29 00	25 00	10 00	82 15	.....	8 40	154 55	
John Robert Martin	Haldimand	6 00	75 00	.....	33 57	61 80	19 30	195 67	
John Dewar	Halton	8 30	90 00	.....	31 73	.....	4 40	134 43	
Charles L. Coleman	Hastings	30 00	40 00	25 00	200 00	.....	.....	295 00	
Ira Lewis	Huron	3 00	80 00	23 52	87 00	.....	13 00	206 52	
William Douglas	Kent	131 00	.....	.....	66 35	118 16	.....	315 51	
Julius P. Bucke	Lambton	9 00	85 00	.....	52 10	72 36	6 00	224 46	
Donald Fraser	Lanark	.....	.....	28 00	.....	.....	.....	28 00	
Edmund John Senkler, jr	Leeds and Grenville	58 70	75 00	24 00	.....	.....	.....	157 70	
William Albert Reeve	Lennox and Addington	2 20	90 00	16 80	60 00	.....	27 00	196 00	
Rolland Macdonald	Lincoln	89 90	80 80	.....	75 00	97 68	21 30	364 68	
Charles Hutchinson	Middlesex	290 80	275 00	127 45	164 74	154 40	33 30	1045 69	
Henry A. Hardy	Norfolk	68 00	140 00	.....	.....	.....	2 50	210 50	
John Douglas Armour	Northumberl'd & Durham	39 00	115 00	120 20	107 80	.....	2 00	384 00	
Samuel H. Cochrane	Ontario	43 30	142 40	11 00	82 50	.....	.....	279 20	
Francis Ramsay Ball	Oxford	130 80	92 00	40 90	83 45	.....	.....	347 15	

George Green	Peel	10 00	60 00	12 00	64 30		4 50	150 80
M. Hayes	Perth		131 30		86 87	118 74	30 00	366 91
C. A. Weller	Peterboro'	21 00	65 00		62 62		6 00	154 62
Edward Taylor Dartnell	Prescott and Russell		34 50	22 60	13 65	27 12	12 00	109 87
P. Low	Prince Edward	14 00						14 00
Henry Hamilton Loucks	Renfrew	4 00	45 00		27 52		8 00	84 52
James R. Cotter	Simcoe	55 50	265 21	127 40	147 60	148 20	7 56	751 47
J. B. McLennan	Stormont, Dundas & G	24 00	30 00		50 00	9 12		113 12
Anthony Lacourse	Victoria	49 00	167 00	33 30	30 00		24 00	303 30
Ward Hamilton Bowlby	Waterloo	39 30	111 00		60 60		8 60	219 50
Lorenzo D. Raymond	Welland	8 80	84 00	22 00	32 45		95 93	243 18
Henry William Peterson	Wellington	25 00	154 10	26 80	120 00			325 90
Samuel B. Freeman	Wentworth	163 00	305 00	116 00	135 00			719 00
John McNab	York	129 00	93 00	205 70			29 40	457 10
Joseph Jackes	York	206 90	172 00	384 10			27 20	618 20

I. R. ECKART,
Chief Clerk.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 28th February, 1872.

RETURN

To an Address to His Excellency the Lieutenant-Governor, praying that His Excellency will cause to be laid before the House, a statement shewing the Revenue derived from the sale of Timber on lands set apart as Clergy Reserve Lands, from the year 1854 to the year 1868 inclusive; also, how the same has been appropriated.

By command,

PETER GOW,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 29th Feby., 1872.

Amount of Collections	$19,470 40

APPROPRIATIONS.

Municipalities Fund	$16,573 82
6% for expenses of collection from 1854 to 1860	291 04
20% for expenses of collection from 1860 to 1868	2,503 54
Fees for Licenses issued to sellers	102 00
	$19,470 40

WILLIAM FORD,
Accountant.

R. W. SCOTT,
Commissioner.

DEPARTMENT OF CROWN LANDS,
ACCOUNTS BRANCH,
Toronto, 29th February, 1872.

SIR,

In partial compliance with a Resolution of the House, I have the honour to enclose a "statement, showing the Revenue derived from the sale of Timber on lands set "apart as Clergy Reserve Lands from the year 1854 to the year 1868, inclusive, also how "the same has been appropriated."

The completion of the statement will involve so much labour, that it is impossible to prepare it for the present Session.

I have the honour to be,
Sir
Your obedient servant,

R. W. SCOTT,
Commissioner.

The Hon. The Provincial Secretary,
Toronto.

RETURN

To an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House a Return of all correspondence which has passed between any member of the present Government and the Chief Superintendent of Education during the present Session, in so far as such correspondence relates to any proposed changes in the School Law and in the management of the Education Office (not including correspondence already brought down in answer to address moved for by Mr. Lauder).

Also, further Return of all correspondence which has passed between any member of the present Government and the Chief Superintendent of Education during the present Session.

By Command,

PETER GOW,
Secretary.

Provincial Secretary's Office,
Toronto, 29th February and 2nd March, 1872.

Schedule of Correspondence between Members of the present Government and the Chief Superintendent of Education during the present Session of the Legislature.

PART I.—CORRESPONDENCE WITH PRESIDENT OF THE COUNCIL.

From whom.	To whom.	Subject.	Date.
Hon. E. Blake.....	Rev. Dr. Ryerson	Difficulties in change of boundaries of school sections in township of Brant...	9th January, 1872.
Rev. Dr. Ryerson....	Hon. E. Blake.....	Reply to ditto	10th " "
Hon. E. Blake.	Rev. Dr. Ryerson ...	On the same subject	11th " "
Rev. Dr. Ryerson....	Hon. E. Blake.....	Reply to ditto	12th " "
Hon. E. Blake.....	Rev. Dr. Ryerson ...	Asking should legislation be immediate...	15th " "
Rev. Dr. Ryerson....	Hon. E. Blake..	Reply to ditto.....	17th " "
Hon. E. Blake.....	Rev. Dr. Ryerson ...	Acknowledging receipt of ditto.....	18th " "
Dr. Hodgins.....	Hon. E. Blake.....	Enclosing Mr. Fairbairn's School Bill revised by Dept.	31st " "
Hon. E. Blake.....	Dr. Hodgins	Acknowledging ditto, and denying that Mr. Fairbairn was authorized by Mr. Blake to apply to Dept.....	31st " "
Dr. Hodgins.....	Hon. E. Blake.....	Explaining sentences in previous letter misinterpreted by Mr. Blake.....	1st February, 1872.
Rev. Dr. Ryerson....	Hon. E. Blake.....	Proposing retirement from Chief Superintendency and reconstruction of Ed. Dept.	10th " "

PART I.—CORRESPONDENCE WITH PRESIDENT OF THE COUNCIL.—*Continued.*

From whom.	To whom.	Subject.	Date.
Hon. E. Blake.....	Rev. Dr. Ryerson....	Acknowledging ditto, and recommeuding official application to Prov. Secy.....	12th February, 1872
Rev. Dr. Ryerson ...	Hon. E. Blake.....	Acknowledging reply to letter of retirement, and requesting return of papers enclosed in letter of 10th Feby. Also declining to communicate with Prov. Secy. in reference to retirement	13th " "
Hy. Kinloch.....	Rev. Dr. Ryerson ...	Enclosing papers asked for.....	16th " "

PART II.—CORRESPONDENCE WITH PROVINCIAL TREASURER.

From whom.	To whom.	Subject.	Date.
Rev. Dr. Ryerson....	Hon. A. Mackenzie..	Asking for warrant for $100.....	27th December, 1871
Ditto.....	Ditto.....	Enclosing certificates of accounts to be paid	27th " "
Ditto.....	Ditto.....	Asking for warrant for $500.....	3rd January, 1872
Hon. A. Mackenzie..	Rev. Dr. Ryerson....	Asking information in regard to Teachers' Institutes.....	11th " "
Rev. Dr. Ryerson....	Hon. A. Mackenzie..	Reply to ditto.....	11th " "
Ditto.....	Ditto.....	Calling attention to letter to Prov. Secy. of 2nd Nov., 1871	12th " "
Ditto.....	Ditto.....	Asking that £50 stg. be sent to Christian Knowledge Society.....	15th " "
Ditto.....	Ditto.....	On non-issue of warrant for $500...	20th " "
Ditto.....	Ditto	Suggesting that $200 be placed in the Estimates for postage on Annual Report.....	22nd " "
Ditto.....	Ditto.....	Enclosing letter of High School Inspectors	31st " "
Ditto.....	Ditto.....	In regard to Annual Report.....	2nd February, "
Ditto.....	Ditto.....	Calling attention again to letter to Prov. Secy., 2nd Nov.....	5th " "
Ditto.....	Ditto.....	Error in Estimates in regard to salaries . ..	12th " "
Hon. A. Mackenzie..	Rev. Dr. Ryerson.....	Reply to ditto.....	12th " "
Rev. Dr. Ryerson.. .	Hon. A. Mackenzie..	In explanation of ditto	14th " "
Ditto.....	Ditto...	Asking for January accounts.....	20th " "
Hon. A. Mackenzie..	Rev. Dr. Ryerson	Reply to ditto.....	22nd " "
Rev. Dr. Ryerson....	Hon. A. Mackenzie..	Enclosing information *in re* Sup. Teachers' Fund.....	21st " "
Hon. A. Mackenzie..	Rev. Dr. Ryerson....	Surplus High School grant, Co. York.....	22nd " "
Rev. Dr. Ryerson....	Hon. A. Mackenzie..	Reply to ditto.	23rd " "
Ditto.....	Ditto.....	On Superannuation School Fund matters..	27th " "

PART III.—CORRESPONDENCE WITH PROVINCIAL SECRETARY.

From whom.	To whom.	Subject.	Date.
Hon. P. Gow	Rev. Dr. Ryerson	Notifying establishment of College Institutes at Galt, Hamilton, Peterborough and Cobourg	3rd January, 1872
Rev. Dr. Ryerson	Hon. P. Gow	Recommending establishment of College Institutes at St. Catharines & Kingston	16th " "
T. C. Patteson	Rev. Dr. Ryerson	Acknowledging ditto	18th
Rev. Dr. Ryerson	Hon. P. Gow	Recommending High School at Mitchell	24th
T. C. Patteson	Rev. Dr. Ryerson	Notifying establishment of College Institutes at St. Catharines and Kingston	26th
Ditto	Ditto	Acknowledging letter, ditto	26th
Rev. Dr. Ryerson	Hon. P. Gow.	About Annual Reports kept	26th
T. C. Patteson	Rev. Dr. Ryerson	Enclosing Resolution of House o Assembly	30th "
Rev. Dr. Ryerson	E. C. Patteson	Reply to ditto	31st "
T. C. Patteson	Rev. Dr. Ryerson	Reply explaining request in previous letter	31st " "
Hon. P. Gow	Ditto	Enclosing report from Provincial Treasurer in regard to Annual Reports	1st February, "
I. R. Eckart	Ditto	Enclosing resolution of House of Assembly for list of employees	9th "
Rev. Dr. Ryerson	I. R. Eckart	Reply to ditto	12th "
Ditto	Hon. P. Gow	Recommending the appointment of Messrs. Marliug and McDonell as Members of Council, P. I	15th "
I. R. Eckart	Rev. Dr. Ryerson	Acknowledging ditto	16th "
Rev. Dr. Ryerson	Hon. P. Gow	Enclosing second part of Return	15th "
Ditto	Ditto	Recommending establishment of High Schools at Walkerton	19th " "
I. R. Eckart	Rev. Dr. Ryerson	Acknowledging ditto	21st "

PART IV.—CORRESPONDENCE WITH COMMISSIONER OF PUBLIC WORKS.

From whom.	To whom.	Subject.	Date.
Rev. Dr. Ryerson	Hon. A. McKellar	On Mechanics' Institutes	6th February, 1872.
Geo. Buckland	Rev. Dr. Ryerson	Reply to ditto	8th " "
Rev. Dr. Ryerson	Geo. Buckland	Explaining suggestions in regard to Mechanics' Institutes	12th "
Geo. Buckland	Rev. Dr. Ryerson	Reply to ditto	14th
Rev. Dr. Ryerson	Hon. A. McKellar	Recommending insurance on Departmental Buildings, &c.	14th
Hon. A. McKellar	Rev. Dr. Ryerson	Agreeing to iusurance, and asking particulars	27th

PART I.

CORRESPONDENCE WITH THE PRESIDENT OF THE COUNCIL.

(Copy.)

OFFICE OF THE PRESIDENT OF THE COUNCIL, ONTARIO,
TORONTO, 9th January, 1872.

SIR,—I enclose you a letter from the township clerk of the township of Brant, which you will observe states a difficulty with reference to school sections, and asks that the matter should be laid before you. I shall be glad to receive any observations that you may think fit to make on the question and communicate them to Mr. Sullivan, whose Council, I am aware from personal communication, is anxious to have an early disposition of the matter.

Would you have the goodness, when replying to this letter, to return to me Mr. Sullivan's letter.

I have the honour to be, Sir,
Your obedient servant,
(Signed) EDWARD BLAKE.

The Rev. Dr. Ryerson,
Superintendent of Education, &c.

(Copy.)

MALCOLM, January 6th, 1872.

Honourable E. Blake.

MY DEAR SIR,—As I agreed yesterday I send you a statement of our school section. The reason of the changes being called for, in the first place, was the incorporation of Walkerton as a town, which left the county portion of the School Section No. 2 without sufficient school accommodation, the town having children enough for its school accommodation.

The Council then called for a delegate to be sent from each section representing the wants of the section. The delegates from across Saugeen River (*i. e.*, the section west of the river) reported that their people, as a majority, wanted no change, Those east of the river did ask for changes to be made, you will understand that the river itself makes the great difficulty in forming sections of an equitable size and shape. The Council then asked me to get up maps of the township and give them to some parties who wished to try their hands at getting up school plans. Two of those plans left a portion of the township about 600 acres without any school accommodation and could not be adopted. Another plan, which I assisted in getting up myself, did accommodate the whole township, but not a majority of its Council. The school committee then got up a plan in which there are some strange irregularities, but it suited themselves and so it was advertised and passed by the Council on the 21st day of December, past although the advertisement stated that it was to be passed on the 20th.

One of the irregularities of the by-law is that School Section No. 10 contains 6,000 acres with an assessment of $53,600, while School Section No. 9 contains not quite 3,300 acres and an assessment of $21,900, the sections lying side by side. Another is that a ratepayer who is three miles from the school house in Section No. 6 in which he is placed, is only two miles from the school site of Section No. 9, and another ratepayer of Section No. 9 is placed in the same predicament as regards Section No. 6 their children having to pass one another on the road to school. There is still a worse case as regards Section No. 3 and the Hanover Union as some of the children of the latter section live within three-quarters of a mile of the centre of Section No 3 yet have to go two and a half

miles to the Hanover School—also some of the children of the said Section No. 3, after travelling two miles on their way to school will meet those of the Hanover Union School going a different road to their own school. Four of the Townships Council came out this year opposed to the by-law and were elected by large majorities, which plainly showed that the majority of the township opposed the by-law. Now, our township solicitor, Mr. Shaw, gives it as his opinion that the new council can repeal the by-law at its first meeting which they intend to do. Now, as three new sections will be left without school accommodation for some time after the close of the year unless they can have the power of electing trustees and proceeding with their school-houses during the summer (that is next summer) we want to know if something cannot be done to allow them to do so. Some parties in the new sections formed by the by-law being satisfied with the change are about to proceed and build new school-houses. Will the repealing of the by-law prevent them from doing so? It would be a great hardship to tax people for the building of a school-house which at the end of a year would be rendered useless. Now a great difficulty exists here. If the by-law which has been passed stands good till the 25th day of December next, (as some believe it will,) the trustees will have to provide school accommodation according to law. The said by-law being repealed and a new one passed such accommodation would only be of service for one year, and would entail a great expense.

I believe it is the intention of our Council to pass a new by-law in the early part of this year, say the month of April or May. Now, such by-law being passed and not taking effect till the end of the year will leave three new sections without schools at the commencement of the year, which is a very bad time to commence to build school-houses.

Please to lay the matter before the Rev. Dr. Ryerson and ask him to assist us out of the difficulty. Answer as soon as possible as I would like to lay the answer before our Council on the 15th instant. Would Doctor Ryerson advise to lay a protest before the County Council at once or leave the matter to be dealt with by the Township Council.

I am, dear Sir,

Yours truly,

DANIEL SULLIVAN,

Township Clerk, Brant.

DEPARTMENT OF PUBLIC INSTRUCTION FOR ONTARIO,
EDUCATION OFFICE, TORONTO, 10th January, 1870.

SIR,—I have the honour to acknowledge the receipt of your letter of the 9th inst., enclosing one from Mr. Daniel Sullivan, (which I herewith return) of the township of Brant, stating certain difficulties which have arisen in the changes of the boundaries of school sections in that township, caused by the incorporation of Walkerton as a town.

In reply I may remark that this is one of the many hundreds of dispute which have arisen in the formation and alteration of school sections in townships, all of which would disappear if the people would consent to have township boards and school trustees.

I have never had authority to interfere in such matter, except by way of friendly advice. It is impossible for any other than a local tribunal to judge of the statements and comparative claims of differing parties.

Great jealousy has been felt as to any body out of the township being invested with power to decide on any such matters; but I sought to provide a remedy for such cases as Mr. Sullivan represents by the 16th section of the School Act of last year.

In the matter which Mr. Sullivan states, two courses are open to the complaining parties. One is to get the Township Council of the present year to repeal the by-law passed by the Council of the last year, but the repealing by-law cannot take effect before the 25th of next December. The other course is for the parties aggrieved to appeal to the County Council as provided in the 16th section of the School Act of last year.

It will be observed, that if the Trustees or any five ratepayers of individual sections appeal, the decision of the Committee appointed by the Council to confirm or disallow the complained of by-law, may take effect immediately, but if the object be to rearrange the School

Sections generally as provided in the latter part of same section of the Act, the decision cannot take effect before the close of the year—at the same time that a repealing by-law of this year's Municipal Council would take effect.

In the meantime there are no means of preventing Trustees of School Sections as they now exist, from proceeding to erect School-houses if they think proper to do so.

I have the honour to be, Sir,

Your most obedient servant,

E. Ryerson.

The Hon. E. Blake, M. P.,
President of the Executive Council,
Toronto, Ontario.

Copy.

Office of the President of the Council, Ontario,
Toronto, 11th January, 1872.

Sir,—I am in receipt of your letter of the 10th instant, No 388, L. 3, touching Brant School Sections. It seems somewhat anomalous that a Township Council which is expiring should be able, in the third week in December, to pass a By-law taking effect immediately, while the new Council elected perhaps on that very question is unable to prevent the obnoxious By-law from taking effect or expense being incurred under it. I beg to suggest that this state of things indicates the propriety of some change in the law; and if you concur in this view I shall be glad to learn what change you would propose.

I have the honour to be, Sir

Your obedient servant,

Edward Blake.

The Rev. Dr. Ryerson,
Supt. Education, &c., &c.

Department of Public Instruction for Ontario. No. 491, L.
Education Office, Toronto, 12th January, 1872.

Sir —I have the honour to state in reply to your letter of the 11th inst., that the question to which you refer has been attended with more difficulty and trouble (including Union School Sections) than any other connected with the administration of the School System —This will appear from my remarks in submitting the draft of the 16th section of the School Bill of last Session, and which I herewith enclose.

The reasons for not having alterations in School Sections take place before the end of the year was to prevent the calculations and engagements of the Trustees of a School section being disturbed until the completion of their year's labours; but it was not supposed that the members of any township council would on the eve of their expiration of office, do as the members of the Municipal Council of Brant are alleged to have done.—But I have always found myself mistaken, when I have accepted, without reserve, the representations of one party in such a dispute without waiting to hear the representations on the other side.

Mr. Sullivan has one theory and is clearly of one party in the matter, and the recent elections in the Township of Brant may have turned largely, if not wholly on other issues than that of the alteration of the School Sections.

You will observe, that in the case of every aggrieved School Section that may complain to the County Council, the decision of the committee takes effect immediately, *disallowing* the by-law as far as each of such School Sections is concerned.

I have at times strongly leaned to the proposal of having the whole work of forming and altering School Sections placed in the hands of *County* Councils through a Committee as that appointed to settle questions of complaint; and much may be said in favour of such an arrangement; but I have been unwilling to take away from Township Councils a power which upon the whole has been beneficially exercised.

I think the most simple and perhaps least objectionable remedy for the evil to which you refer, is a provision not permitting a Township Council passing a by-law, after April, in any

one year, to alter the boundaries of any School section. This would prevent such changes from being sprung upon the people, and afford dissatisfied parties an opportunity to appeal to the County Council at its June session, and the decision of any committee of its appointment, whether in case of an individual section, or the revisals of all the sections of a township, could be made in July or August, so as to give ample notice, and would take effect at the close of the year and before any obnoxious by-law could go into operation.

I have been anxious to get release from work which oppresses me more than in former years, rather than have anything further to do with any School Legislation but if you think an immediate remedy should be provided for the evil which has been brought under your notice I think certain other matters connected with the present School law should be taken into consideration. Mr. McKellar has had much experience in school matters and I think Mr. McKenzie has also had some experience of the same kind. I am willing to confer with you, Mr. McKellar and Mr. McKenzie on the subject at any time and place you may appoint; and you will then, of course, decide as you shall judge best upon any future proceedings you shall deem expedient.

I have the honour to be, Sir,
Your most obedient servant,
(Signed) E. Ryerson.

The Hon. E. Blake, M.P.,
President of the Executive Council,
Toronto, Ontario.

[*Remarks on the sixteenth section.*—In no part of the administration of the School System has there been so much complaint as in the formation and alteration of School sections. The power to form and alter School Sections was once vested in the Local Superintendents, as it still is in one or two of the neighbouring States; but on account of loud complaints as to its frequent injudicious and partial exercise, the power was placed in other hands. The township council has been empowered to form and alter School Sections within its jurisdiction at its discretion. This power has been generally exercised with prudence and judgment; yet, as each council consists of from three to five members, all of whom are residents of the township, and interested in the section within the limits of which they respectively reside, it is complained that, in many cases they form such sections for their own convenience, and other sections for the special convenience of their supporters at elections, while other sections are laid out in straggling forms, to the great disadvantage of many rate-paying parents of children. How far these complaints are well-founded, it is not for me to say; but it is desirable that there should be the right and opportunity of appeal from parties so interested to an impartial and competent tribunal. After much consideration, and large consultation, the tribunal of appeal proposed by this section is deemed the best which can be devised in the circumstances, in the absence of township boards of trustees, which would, of course, end all the disputes arising out of school sections.]

Office of the President of the Council—Ontario.

Toronto, 15th January, 1872.

Sir—I have the honour to acknowledge receipt of your letter of the 12th instant, No. 491 L3.

The suggestion which you make as to the mode in which the law should be changed was among those which had occurred to myself upon that subject and is probably the best.

With reference to your proposal as to the consideration of some other amendments to school legislation it is not my desire to propose for the consideration of the House this session any such legislation, unless it is required at this juncture. I rather infer from your letter that you do not consider that there are any matters which are urgent; but if I am mistaken I shall be glad to learn from you any points on which you think legislation urgent, and will then submit them to my colleagues, and if necessary arrange for the interview which you propose.

I have the honour to be,
Your most ob't servant,
(Signed) Edward Blake.

The Rev. E. Ryerson, L. L. D.

No. 634. M 3.

Department of Public Instruction for Ontario,

Copy. Education Office, Toronto, 17th January, 1872.

Sir,—I have the honour to acknowledge the receipt of your letter of the 15th instant, and thank you for the courtesy of the remarks which it contains. Having conferred with Dr. Hodgins, the Deputy Superintendent, on the whole subject of your letter, we are of opinion that any legislation affecting the School Law had better take place during the present Session. The School Act and Regulations of last year have been successful in giving an elevating and onward impulse to the whole School System beyond my anticipations, but in so great changes, or rather in so great a forward step, I felt that defects and weak points might be developed which would require remedy. Therefore, instead of having the School Acts and Regulations printed in official form, I made no use of the $650, voted last Session of Parliament for that purpose, but had the Acts and Regulations printed in the Journal of Education, requesting the Inspectors of both High and Public Schools to observe carefully the application and working of every clause of the Law, every Regulation, and every part of the programme of studies, not only in cities and towns, but in the rural sections especially, and to transmit me the result in special reports at the end of the year, so that we might revise and mature the whole before final publication in an official form. I have received many of these reports; and I am glad to find fewer defects and difficulties in the way of accomplishing what I had proposed than I had feared. But the test of experiments has shown some omissions and defects in the School Law, for which it is desirable to provide a remedy. Dr. Hodgins has at my request prepared a memorandum, suggesting certain amendments in the law. I do not quite concur in all his suggestions; but I enclose his memorandum with certain letters accompanying it for your consideration. It will serve as a basis for considering the subject, which I shall be prepared to confer upon at any time, and in any manner you may desire. The School System has always been considered as much the property and work of one party as of another. That common proprietorship and co-operation was partially disturbed last Session of Parliament. I am anxious that it should be fully restored, and maintained, especially as from frequent though brief attacks of illness, I can make no calculations for the future.

I have the honour to be
Sir,
Your most obedient servant,

(Signed) E. Ryerson.

The Honourable Edward Blake, M. P.
President of the Executive Council, Toronto.

Copy.

Department of Public Instruction for Ontario,
Education Office, Toronto, 17th January, 1872.

Memorandum on Amendments to the School Laws of Ontario, respectfully submitted to the Chief Superintendent.

Note.—As the new School Law which gives life and vigour to our whole School System, is only now fairly in operation, it is highly desirable *at the very earliest time* to remedy the defects in it which are pointed out in this memorandum.

1. Alterations of School Section Boundaries.—The 16th section of the Act of last year might be amended, so as the prevent the outgoing Township Councils from altering the Boundaries of School Sections at the close of the year—often a few days before such alterations take legal effect. This power should not be exercised later than in *April* of each year, so as to give time for appeal to the County Council at its June Session. The committee appointed by the Council could then revise the Boundaries, or otherwise settle the dispute in July or August, and give ample notice of the fact some time before the close of the year, so that all parties concerned could prepare for the change. Township Councils are now restricted to their August meeting, in their levy of rates for Trustees.

2. School Sites—Restrictions As to Orchards, etc.—The 17th section of the same Act might be made declaratory to the effect that it does not apply to the enlargement of School Sites selected before the passing of the Act, as all sales of School Sites, up to that date were *voluntary*. Many owners of land taking advantage of the wording of the Act, refuse to allow Trustees to *enlarge* their present sites when they are within 100 yards of the orchard, house, etc. Some have even put up shanty houses, at a nominal rent, so as to take advantage of the Law as it now stands.

3. Township Board of Trustees.—The 14th section of the same Act might be amended so as to provide that School Sections which have erected *good* school-houses of a certain valuation to be determined, should be exempted from taxation for new houses in other parts of the Township where this had not been done. It might be well to consider whether it would not be better further to amend the law, so as to authorize two or three of the existing School Sections (according to the size of the Township,) to unite and elect one member to the Township Board, to retain the existing Boundaries (subject to alteration by the Board) for taxation purposes, but to abolish them so far as they now restrict the right of each rate-payer to send his child to the School of the Section in which he pays school rates. In the report of the Chief Superintendent (about to be laid before our Legislature,) the success of the Township Board system is referred to as follows:—

(The compromise system adopted in the State of New York is worthy of consideration)—

Township Boards in various American States.

1. After long trying the School Section System of Massachusetts, Pennsylvania, Ohio, Iowa, Wisconsin and other States, have adopted the Township Board system. *In the State of New York, a compromise system is authorized by the School Law;* that is, one or more districts (schools sections) can "either severally or jointly resolve themselves into Union Free Schools districts, with Boards of Education, having authority to grade and classify the Schools under their charge." From the report of the Superintendent of Public Instruction for 1870 we learn that there are now 250 such united districts in the State; of them he says: "Having had frequent occasion to examine the provisions of this law (*i. e.* the 'Union Free School Act'), and being somewhat familiar with its workings, I am of the opinion that it is the best School system yet devised for all localities where the number of scholars, as in villages, is sufficient to admit of a thorough classification." Dr. (now bishop) Fraser, in his report to the English Commissioners, says:—"In the State of New York, Union Schools [or united sections] appear to be the most popular and flourishing of all the rural Schools." In this Province, the Township Council if the experiment should not prove satisfactory, can at any time, repeal its own by-law establishing such Board.

2. The Secretary to the State Board of Education in Connecticut, thus graphically illustrates the comparative effects of the adoption of the Township over the School Section system in that State. In order to understand the facts as stated, we have found it necessary to change the words "town" to *Township*, and "district" to *School Section*, where they occur.

"The tendency to manage Schools Township-wise is growing. More Townships united their Schools Sections last year than in any former one. *Once united they stay so.* At least there is no instance where a Township has taken this step and after grading any of its Schools, gone back to the School Section plan. Let public sentiment advance as it has done for five years, and the School Section system will soon be abandoned. Nearly all the friction in the Free School plan comes from the difficulty in getting the new engine into gear with the rusty cog-wheels of the old and worn out machine. They make poor partners as would the locomotive and the 'one-horse shay.' The people are fast learning the economy and efficiency of the Township system. They see that it favours the wise expenditure of the public money, gains better and more permanent teachers, longer schools and helps the poorer and outlying School Sections. The Township system too lessens the frequency of tax assessments and collections. Many a house is going to decay because the funds requisite for such purposes would necessitate a Section tax. The expense of the assessment and collection of such a tax makes too large a share of the tax itself. In most of the Sections the amounts thus provided were very small. So small that it would have been wiser and more economical for the Township to pay the

bills. * * * Facts on this subject are better than theories, I have, therefore, requested one of the School visitors of Brantford, to describe the effects of the change in that Township. His published letter shows what they did, how they did it, what they gained by it, and why they voted almost unanimously '*not to go back*.' It will be seen that prior to the union there was much ill-feeling in regard to School matters, that the discipline was deplorable, average attendance low, and the teachers changed generally every term; under the new system the people are better satisfied.—School Committee and Teachers more permanent, Schools graded, terms lengthened, the motion made at the last annual meeting to reduce the School year from forty to thirty weeks, not receiving a single vote. The average attendance has improved twenty-five per cent. Scholarship wonderfully improved—one hundred per cent better than it was four years ago."

3. The late Horace Mann, so noted for his enlightened views on education, deprecating the District or School Section system, says:—"I consider the law authorizing Townships to divide themselves into [School Sections] *the most unfortunate on the subject of* Common Schools ever enacted in the State [of Massachusetts]. In this opinion, ex-Governor Boutwell and the eminent educationist of the same State, concurs, and hopes that the day will speedily be seen when every township in its municipal capacity will manage its schools and equalize the expenses of education."

4. *Issue of Debentures by Trustees.*

The disputed question as to the authority of Trustees to issue debentures or give notes of hand should be settled. As the law now stands the Township Council may authorize Trustees to borrow money for the purchase of sites or the erection of School-houses; if the Council does so, it must cause to be levied on the Section concerned in each year (for a term of years, as agreed upon) a sufficient sum to pay principal and interest. Judge Morrison (in 25, Q. B. R. 409), says the Council "should provide the means for securing repayment of the amount borrowed by levying, &c. Some Councils refuse to issue debentures and say the Trustees should do so; but no such authority is given to Trustees by the Act as in the case of Municipal Councils. Besides, if the Trustees do issue debentures, their section may be broken up by a Township Council, by a Committee of the County Council, or by the Reeves and Inspectors, and the corporation dissolved before the debentures or notes mature, which cannot be done in the case of a Township Corporation. The accompanying letter from the Clerk of the Township of Saugeen furnishes an illustrative case in point. The only apparent exception to the law as stated is that provided for in the 276th section of the Municipal Institutions Act. This Section authorizes Trustees to borrow Clergy Reserve moneys from a *Township Council*, and to pass a by-law for its repayment, rate of interest, etc. Trustees have nowhere else power given to them to pass by-laws and even in this case a by-law can scarcely be called a debenture, though it might possibly take that form. Even if Trustees can issue debentures, or give notes, the law makes no provision *for repayment by them* of the debenture, but requires the Township Council to levy a rate in each year for its repayment. Chief Justice Draper (in 9 C. P. R. 497) might be referred to in this connection, and latter part of Sect. 6, Prov. Stat. Gen. Interp. Consol. Act.

5. *Teachers' Second Class Certificates.*

The 12th section of the new Act might be amended so as to provide for the giving of Second Class Certificates, by the Council of Public Instruction, as these Certificates are by law *provincial* in their character and it is somewhat anomalous to give to a County Board only, and not to the Council of Public Instruction these quasi provincial powers over Teachers' Certificates, it might be advisable also to dispense with City Boards of Examiners. Experience has shown that in Toronto, Ottawa and Kingston few if any candidates presented themselves for examination. In Hamilton and London quite a limited number came up for examination. It seems a needless expense to pay five examiners at least $2.00 a day and expenses, for two weeks, merely to examine half a dozen candidates, while in the same city a County examination of the same kind is being held. In case the City Boards were dispensed with, the City Inspector might be made *ex-officio* and Examiner of the County.

6. *High School Master and Assistant Teacher's Qualifications.*

Now that it is required that Assistants shall be employed in High, and Public Schools where the average attendance of pupils is over 50, it is suggested that the following provision be made in regard to their qualifications. No Assistant Teacher shall be employed in a High School who does not possess a legal certificate "of qualification, of any of the grades prescribed for Public School Masters and Assistants, or a certificate that he is a graduate or an undergraduate in the faculty of arts of good standing in some University in the British Dominions." Provided that the 10th Section of the Grammar (High) School Act of 1865 shall be amended, so as to read as follows: After the word "graduate," the words "in arts" shall be inserted.

7. *Certificates of Teachers in Remote Places.*

There is no provision in the law to meet the following class of cases reported by the Inspector of Frontenac in the accompanying letter:

Other Inspectors also mention the same difficulties in new and remote Townships, where the Poor School Grant has stimulated the settlers to establish schools. The Frontenac Inspector says: Only one person out of about twenty, to whom I gave "permits" in the rear townships, presented herself for examination at the late sitting of the Board of Examiners. *She came 135 miles.* . . . "I cannot according to the school law, give a permit a second time to the same person," etc. An addition might be made to the Act to meet the case (as we do now in the case of candidates who fail to pass the examination), as follows:

"Upon the recommendation of the County Board of Examiners, the County Inspector may be authorized (upon his report of the facts to the Education Department,) to examine and give special certificates from time to time to Teachers in new and remote Townships, situated at least (40 or 50) miles from the place of holding the County examination of Teachers.

8. *Payment of County Examiners.*

Some County Councils are disposed to pay (as stated in the accompanying letter) Examiners more than the law allows them—that is, the amount payable to County Councillors. The 16th section of the School Act of 1860 might therefore be amended, so as to read as follows:—

"Each of its members, [i. e. County Boards] shall be entitled to the same, or such additional recompense for his time and expenses as are members of the County Corporation, *as may be determined by such Corporation,*" etc. The additional words suggested are underlined.

9. *High School Trustees.*

There is an apparent conflict between the old law and the 40th section of the Act of last year as to the right of Councils to appoint High School Trustees.

The old law provides that one-half of the Board shall be appointed by the County Council, and the other half by the local Municipality in which the High School is situated. The 40th Section was only intended to apply to *new* High Schools, but it is general in its terms, and gives rise to doubts. To remove these doubts it might be well to enact that "after the year 1872 the appointment of High School Trustees shall in each case devolve in equitable proportions, as determined by the Chief Superintendent upon the Municipal Councils, which, by the 36th Section of the Act, are required, to raise "money for the support of the High Schools." Provided, also, that the law and regulations relating to High Schools shall apply to Collegiate Institutes until modified according to law.

10. *Teachers' Superannuation Fund.*—To meet a special difficulty, the 43rd section of the Act of last year might be amended, by making the following the first proviso:—

"Provided always that the County or School Treasurer shall retain in his hands such semi-annual deductions from payments to male teachers as may be certified to him by the Inspector, and pay over the same to the order of such Inspector at the close of each half-year, provided further," &c.. As the law now stands, Treasurers say they have no authority to retain moneys while the Inspector is powerless to require it, or to ensure payment.

11. *General Remedial Power.*—To meet special cases constantly arising. I would suggest a clause that "The Chief Superintendent shall have authority to give instructions and to decide upon all cases submitted to him, the settlement of which is not otherwise provided for in the School Laws." There is a provision of this kind in the Act of 1860, but it refers *only to* "disputes" and complaints.

(Signed) J. George Hodgins,
Dept. Supt.

Copy.

Kingston, 10th Jany., 1872.

Sir,—I have the honour to inform you that on the 9th ultimo I forwarded to the Department the schedule of marking used by the Board of Examiners for the County of Frontenac, at the examination of teachers, which commenced on the 18th of December 1871, but the schedule for the July examination I did not forward, because the Secretary, Prof. Dupuis, had destroyed it, thinking that there would be no further use for it.

What will be done with the schools in the rear townships? Only one person, out of about twenty to whom I gave *permits* in the rear, presented herself for examination at the late sitting of the Board of Examiners. She came 135 miles. She had to come by way of Brockville, owing to the very rough road through the centre of the County. I cannot, according to the School Law, give a permit a second time to the same person. I will have to close the majority of the schools in these townships, unless the Department comes to my assistance, and shows me how I may get over the difficulty.

I think that the Department should grant me some discretionary power in the matter, to deal with the different sections in such a manner as I would think would be most beneficial for the advancement of education amongst them, until there would be a sufficient number of teachers to supply all the schools. It is very difficult at present to get properly qualified teachers to go back to any of the rear townships.

I expect to have the schools in my division in about three years one hundred per cent. better than they are at present. The schools are in a very backward state generally, as my special report on each school, when forwarded, will show.

I have the honour to be,
Sir,
Your obedient servant,

(Signed) John Agnew,
Inspector Co. Frontenac.

To the Chief Superintendent of Education,
Education Department, Toronto, Ont.

Copy.

Port Elgin, Jany. 10, 1872,
Normanton P. O.

Dear Sir,—The Trustees of School Section No. 3, of the Township of Saugeen, issued debentures to the amount of $2,500 to erect a school-house, which they did in the year 1870. A new Section has been formed out of a portion of Sections No. 3, 4 and 5. The question now arises whether the rate-payers of the new Section formerly forming part of Section No. 3, are or are not released from any further liability to pay any portion of the interest and sinking fund of the debentures issued by the Trustees of Section No. 3. Your decision of this question will be thankfully received by the Trustees of the new Section, and at as early a date as possible.

Yours truly,

(Signed) Jno. Eastwood,
Tp. Clerk, Saugeen.

Revd. E. Ryerson,
Chief Superintendent, Toronto.

Please send a copy of the School Manual for the use of the new Trustees.

Copy.

WATERLOO, ONT., January 12th, 1872.

To the Chief Superintendent
of Education, Toronto.

SIR,—I have the honour to submit for your official opinion the following question:—

Is a County Council legally empowered to raise the remuneration of Examiners to a greater sum than the minimum fixed by law, *i e.* an amount equivalent to the allowance to members of the County Council?

In our County, and I suppose in most others, the pay of County Councillors is two dollars per diem, and mileage, and while this sum may be accepted by men of wealth for three or four days attendance during the year, it was felt by many members of our County Council that to require the attendance of men in humble or moderate circumstances for from twenty or thirty days per annum for the same sum, was compelling them to pay too much for the honour of their office.

A proposition was, therefore, discussed at the December meeting of our Council last held, to increase the pay of Examiners. On looking at the statute in that behalf, some members doubted their legal power to do so, and at the request of the Chairman of the Education Committee, I was asked to forward the legal question for your opinion and advice.

Your early reply to the above will much oblige,

Sir,

Your obedient Servant,

THOMAS HILLIARD,

Secretary, Board of Examiners, Waterloo Co.

Waterloo P. O.

OFFICE OF THE PRESIDENT OF THE COUNCIL—ONTARIO.

Copy. TORONTO, 18th January, 1872.

SIR,—I have the honour to acknowledge receipt of your letter of the 17th instant, 634, M. 3, with its inclosure, which will receive the consideration of the Government in the course of a few days.

I observe, but do not feel disposed to discuss, your allusion to party politics, and to events which transpired during last Session.

I have the honour to be, Sir,

Your obedient servant,

(Signed) EDWARD BLAKE.

The Rev. E. Ryerson, LL.D.,
Chief Supt., Education, &c., &c.

EDUCATION OFFICE,
31st January.

SIR,—Presuming, as intimated to Mr. Fairbairn, that he had your consent to his introduction of a Special Remedial Bill, to amend the 40th section of the School Act of last Session, I enclose herewith a copy of his Bill as revised.

If special legislation of public measures, be permitted to private members of the House, the Chief Superintendent approves of this Bill in its present shape, but he has never consented to any private legislation on the School Law, and has from the beginning mentioned that it should always be in the hands of the Government, and conducted on their responsibility alone.

Mr. Fairbairn called on this subject and we revised his Bill, as suggested, but submit the matter to you with this explanation.

I am Sir,

Your very obedient servant,

J. GEORGE HODGINS.

The Honourable Edward Blake, M. P.,
Premier.

Whereas by an Act passed in the 34th year of Her Majesty's reign, entitled An Act to improve the Common and Grammar Schools of the Province of Ontario, it is provided that every "County Council shall determine the limit of each High School District, for each "Grammar School now existing within the County, and may form the whole or part of "one or more Townships, Towns and Villages, within the jurisdiction in a High School "District."

And whereas no provision is made in the said Act, for the case where a Town has withdrawn from and ceased to be within the jurisdiction of the Council of the County in which the Town is situated :

Wherefore Her Majesty by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows :—

Section 40 of the said Act is hereby amended, so as to read as follows—

Every County Council shall determine the limits of each High School District for each High School, which may from time to time exist within the County, and each County Council may from time to time form one or more Townships, Villages and Towns, (within or withdrawn from its jurisdiction for Municipal purposes), into a District for a new High School. The establishment of which may be approved by His Excellency in Council, as provided by the 35th section of this Act, and the High School Board of each such District, shall possess all the powers within the said District, for the support and management of their High Schools, and in respect to County, Towns and Village Councils, and the Council in such Towns as are withdrawn from the jurisdiction of the Council of the County (as the case may be) as are possessed, under the Grammar School Acts and this Act, by High School Boards generally, in respect to the support and management of the Schools under their care. And each such County Council, and the Town (or Village) Council, (or the Council of a Town separated from the jurisdiction of the County as the case may be), may appoint and determine the continuance in office of three fit and proper persons to be Trustees of each such High School, as provided by the second section of the Grammar School Act of 1865. (29 Vic. chap 23.) Provided, however, that existing Grammar School Divisions, shall be called High School Districts until altered, as provided by Law. And the appointment and succession in office of High School Trustees, as made and determined by Municipal Councils, under the authority of the Grammar School Acts of the Province and this Act, shall be confirmed until the mode of such appointment and succession shall be altered according to Law.

Copy. OFFICE OF THE PRESIDENT OF THE COUNCIL—ONTARIO.

Toronto, 31st January, 1872.

SIR,—I have your note of the 31st inst., in which you state that Mr. Fairbairn has intimated, that he had my consent to his introduction of the Bill, on the subject of High Schools of which you enclose me a draft. There must be some mistake in this. I have no recollection of having any conversation whatever with Mr. Fairbairn upon the subject. Having regard to the tenor of your note. I should be glad to know whether the measure, the draft of which you enclose is one which the Chief Superintendent proposes to the Government for its adoption.

Your obedient servant,

(Signed) EDWARD BLAKE.

J. George Hodgins, Esq.,
Education Office.

Copy. EDUCATION OFFICE.

1st February.

SIR,—In reply to your note I beg to say, that I did not intend to be understood as saying that Mr. Fairbairn intimated that he had your consent to the introduction of his Bill. What I said was, "Presuming as intimated to Mr. Fairbairn," &c., that is, I presumed as I had intimated to Mr. Fairbairn, that he had your consent, and I regret that I did not express myself more clearly on the point.

The Bill is one so far as it goes which the Chief Superintendent would propose to the

Government for its adoption (with the addition of these words "*with its consent*," referring to Towns separated from Counties), should this suggestion for amendment to the School Act be concurred in. But at the same time he thinks that it would be right for me to say, that when the School Act of last year was adopted, he assumed that Towns which had obtained a separation from the County for general purposes, would not wish to be under the control of the County for High School purposes. No intimation to the contrary was given by any member of the Legislature.

Now, if the Town of Peterboro' desires connection with the County for High School purposes, provision might be made for giving effect to its wishes—whether Towns similarly situated desire the change proposed we know not. If they do the Chief Superintendent approves of the provisions of the Bill. I enclosed to you yesterday; but it must be for the Government and parties concerned to say, whether the provisions of the Bill should be confined to the Town of Peterboro', or to be made to apply to other towns similarly situated. The introduction into the Bill of the words "with their consent" might meet the case of all such towns. If desirable Mr. Fairbairn's Bill might form a section of any measure approved by the Government; but the Chief Superintendent deprecates piecemeal legislation with the School law.

I am, Sir,
Your very obedient servant,
(Signed,) J. George Hodgins.

Hon. E. Blake,
Pres. of the Council.

Toronto, Feb'y 10th, 1872.

Sir:

After much deliberation, I have thought it advisable to address you in respect to my long desired retirement from the Education Department, of which I have had charge longer than any Judge has ever occupied the Bench in Canada, and to a greater age.

In the recent financial speech of Mr. MacKenzie, he expressed a desire and intention on the part of the Government to examine into the expediency of the Depositary Branch of the Education Department. This I most earnestly desire. I have also observed from other intimations, that there is also a wish that the Government should consider the very constitution and system of the whole Department of Public Instruction. To this I have not the least objection; but I have thought my present connection with the system, from its creation, might possibly embarrass the Government in its deliberations and decisions on the subject, The infirmities of age must compel me to retire before long; and I have thought my immediate or early retirement would enable the Government to exercise its discretion more freely in regard to the Department, and system of Public Instruction.

I have caused to be made, and herewith enclose copies of the correspondence which took place between the Government and myself four years ago in regard to my then proposed retirement from the Department. At that time, I tendered my resignation unconditionally, leaving my case to the consideration of the Legislature in view of the nature and length of my past public services. Since then the leader of the late administration and others have expressed their opinion that I ought to be allowed to retire without diminution of salary, and I have been consulted as to the bringing of the matter under the consideration of the Legislative Assembly, but I have declined to consent to any steps being taken in the matter until both parties should be disposed to consult and agree as to what should be done, as I would not consent to any thing being done which should not be agreed upon by leading men of both parties in the Legislative Assembly.

I have not the power of endurance or the ability to help myself that I had four years ago; since which time I have contributed to collegiate and religious objects upwards of four thousand dollars of my salary; on more than one thousand of which I am paying interest to the Bank of Commerce; in addition to which I have devoted fifteen hundred dollars more towards completing McGill Square Church or at the rate of one thousand dollars a year until the whole is paid, provided my life is spared. I accumulate nothing. This however does not concern the public but it necessarily influences me in my course of action.

When the subject has been mentioned to me I have expressed my conviction that the Legislative Assembly would not be disposed to allow me more than the law allows a retired

Judge of the Court of Queen's Bench, but I cannot meet my subscription obligations (and I have no other debts) and do what I shall presently explain without my present means of support. If the Government think proper to allow me a year's salary on retiring, and place me on the same footing as a retired Judge I can fulfil my subscription engagements and accomplish my literary objects. I can show beyond a doubt that apart from my long work in the Department I have caused a saving to the country of more than one hundred thousand dollars and the diffusion of a large amount of useful literature, besides causing the commencement and development of certain branches of domestic manufacture accompanied by an unprecedented extension of the ordinary book trade.

I do not desire to retire from my present post of duty to be released from work; but I wish to pursue work of another kind. I believe another man can perform the work of my office as well as I can, if not better; but I wish to do a work which no other is likely to do, and for doing which my experience of public affairs since 1824 and my early relations and intercourse give me an advantage perhaps over any other man now living. I refer to writing a history of the founders of this country, and of its constitutional system of government embracing, *in effect*, a history of the progress of society in U. C. from the beginning to the present or to recent times. To the preparatory studies for this work I have devoted much time during many years and have collected and collated many authorities for my purpose and have written upwards of one hundred pages. I hereto append a copy of the circular which I issued in 1861 and the introduction, or first section of the first chapter of my proposed history which will extend to four volumes and occupy me as many years, if I should be spared to complete it. You will by the appended extract see the scope of my proposed inquiries into an almost unexplored field of historical investigation, or one which has been presented only on one side by American historians, whose partial statements have been adopted by most English historians and writers without further examination of the original sources of information.

My own investigations and explorations may be very imperfect, but they may suggest what others may pursue to a satisfactory conclusion. But in the prosecution of my work, I purpose, if permitted, and have health and means, to visit next year the provinces of New Brunswick and Nova Scotia, among the archives of the old families of which, I am told, there are many letters and documents which throw much light upon the character and circumstances of the old U. E. Loyalists, who visited thither after the close of the American struggle. I may, also, find it necessary to go to England and search the archives the Board of Trade and plantations, and of the Colonial office on anothers relating to the Revolutionary period of American history.

The experience of the last ten years has caused me to despair of my ability to administer the Education Department and write my proposed history at the same time. I shall judge which it shall be my duty to do by the action of your administration. I state the whole matter on public grounds, and on public grounds alone I wish it to be considered and decided.

In case you concur in what I have above intimated, I would suggest the creation of the office of Minister of Public Instruction, and the appointment of yourself to it, as is the Premier in Lower Canada, bringing the University, U. C. College, Institutions of Deaf and Blind, as well as the Normal, High and Public Schools, under direct governmental supervision.

In the practical administration of the Education Department an abler, more judicious and reliable man cannot be found than Dr. Hodgins, who has been in the Department 27 years—who was first educated to business in a retail store in Galt, and afterwards in a wholesale establishment in Hamilton with the Stinsons—clerk in the same establishment with Mr. Charles McGill, M. P., and was offered to be set up in business by the Stinsons or admitted as a partner within a year or so if he would remain, but he chose literature and went to Victoria College in 1840, where I found him; and on account of his punctuality, thoroughness, neatness, method, and excellent conduct, I appointed him on trial first clerk in my office in 1844; and having proved his ability, I wrote to him when I was in Europe, to come home to his widowed mother in Dublin, and spend a year in the great education office there, to learn the whole system and management—I having arranged with the late Archbishop Whately and other members of the National Board, to admit Mr. H. into their office to study the principles and details of its management and of the Normal and Model Schools connected with it. Mr. Hodgins did so at his own expense, and losing the salary for the

year; at the end of which he returned to my office with the testimonials of the Irish National Board, as to his diligence and the thorough manner in which he had mastered the modes of proceeding in the several branches of that great Education Department. He also brought drawings, of his own make, of the Dublin education offices, Normal and Model Schools. Then since you know that Mr. Hodgins having taken his degree of M. A., has proceeded regularly to his degree of law in the Toronto University, and has been admitted to the Bar as Barrister at Law. He is, therefore, the most thoroughly trained man in all Canada for the Education Department; and is the ablest, most thorough administrator of a public department of any man with whom I have met. I think he has not been appreciated according to his merits; but should you create and fill the office of Minister of Public Instruction, you may safely confide the ordinary administration of the Education Department to Dr. Hodgins, with the title of my office.

In the mean time you can make yourself familiar with the principles and branches, and modes of its arrangement. Whatever you may find to approve of in my policy and course of procedure, I have no doubt you will have the fairness to avow and the patriotism to maintain, whatever may be your views and feelings in regard to myself, personally; and if you find defects in, and can improve upon, my plans or proceedings, no one will rejoice at your success more than myself. I enclose a printed paper, which will afford information of the details of the Department.

Though I differed from you strongly, and expressed myself vehemently in regard to your proceedings, last year, on the school question, and especially in respect to myself, I believe you have the heart of a true Canadian and the intellect of an educated statesman, and that you have the ability to make yourself a great blessing to what, I believe, is your, as well as my native country.

Perhaps all that would be necessary in the way of legislation on this subject this session would be to submit a resolution to the House, recommending the creation of the office of Minister of Public Instruction and authorising the Government to make such provision as it may judge expedient to fill such an office, and for the retirement of the present Chief Superintendent of Education.

The nature of your answer to this letter, will enable me to decide whether I shall make an official communication on this subject or not.

I may add that should I retire from my present office, I would have no objections, if desired, to be appointed Member of the Council of Public Instruction and give any assistance I could in its proceedings as the result of my experience.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) E. Ryerson.

Hon. Edward Blake, M. P.,
President of the Council.

P.S.—Since writing the foregoing letter, I have this morning received a note from Rev. Prof. Young, a copy of which I herewith enclose. From Professor Young I have received more assistance than from any other member in preparing the new programme of studies and examinations. His loss to me increases my own desire to retire from the charge of the Department.

E. R.

(Copy—*Enclosure*)

Toronto, 9th Feb., 1872.

My dear Sir,—I think it right to inform you that I have resolved to retire from the Council of Public Instruction. You are the first person to whom I have given any intimation of my intention. I enclose a copy of the letter which I have addressed to the Provincial Secretary, resigning my appointment.

In leaving the Council, I have much satisfaction in feeling that my brief connection with that body has been one, in which I have been able to work harmoniously with all the other members—not a single instance of anything approaching to misunderstanding having arisen in the Council, while I have been a member of it.

My larger official connection with yourself, has left upon my mind a deep impression of

the ability with which you have for so many years directed the educational system, which you had the honour of originating.

I am.

My dear Sir,

Yours very truly,

(Signed) GEORGE PAXTON YOUNG.

Rev. E. Ryerson, D.D.

No. 4297, A 3.

Copy

EDUCATION OFFICE,

Toronto, 7th December, 1868.

SIR,—I have the honour to submit to the favourable consideration of His Excellency the Lieutenant Governor in Council what, some three weeks since, I submitted to the individual members of the Government—namely, that

"The Department of Public Instruction shall be under the management of a member of the Executive Council, to be designated 'Minister of Public Instruction,' who shall be an *ex officio* member of the Toronto University and of the Council of Public Instruction, and who, in addition to the powers and functions vested in the Chief Superintendent of Education, shall have the oversight of all educational institutions which are, or may be, aided by public endowment or Legislative grant, to inspect and examine, from time to time, personally or any person appointed by him, into the character and working of such institution; and by him shall all public moneys be paid in support or aid of such institutions, and to him they will report at such times and in such manner as he shall direct.

With a view of giving effect to the foregoing recommendation, I hereby resign into the hands of His Excellency my office of Chief Superintendent of Education—an office which I have filled upwards of twenty-four years, during which I have employed my best energies and utmost efforts to devise and develop our present system of public instruction, and have been favoured with the cordial support of successive Governments and Parliaments, and with the liberal co-operation of the people of Upper Canada at large. I shall not dwell upon the developement or characteristics of that system; but I feel thankful that they are such as have received the highest approval, both at home and abroad.

Our system of public instruction has acquired such gigantic dimensions, and the network of its operations so pervades every municipality of the land, and is so interwoven with our municipal and judicial systems of government, that I think its administration should now be vested in a responsible Minister of the Crown, with a seat in Parliament; and that I should not stand in the way of the application to our varied educational interests of that ministerial responsibility, which is sound in principle and wise in policy. During the past year I have presented a report on school systems in other countries, with a view of improving my own; and the Legislative Assembly has appointed a Select Committee for the same purpose. I have, therefore, thought this was the proper time to suggest the modification and extension of the Department of Public Instruction.

I beg to append a summary printed statement of the creation and progress of the system during my administration of it; and also a statistical summary of my last year's report.

In regard to myself as to both the past and future, I beg to make the following statement:

While, in addition to the duties imposed upon me by law as Chief Superintendent of education, I have voluntarily established a system of providing the municipal and school authorities with libraries, text-books and every description of school furniture and school apparatus—devising and developing their domestic manufacture. I have thus saved the country very many thousands of dollars in the prices as well as the quality of the books, maps, etc., etc. I can truly say that I have not derived one farthing's advantage from any of these arrangements beyond the consciousness of conferring material, intellectual and social benefits upon the country. When I accepted office, I made no stipulation as to salary, which was subsequently fixed by statute not to exceed that of the Superintendent of Education for Lower Canada. At that time the population of Upper Canada was reported in the census as less than that of Lower Canada. My salary, has therefore, been regulated by Act of Parliament and not by the favour of any Government. Beyond the economical current expenses of my family, and the purchase of my dwelling, I had, until four years since, distributed my

salary in aid of benevolent and public objects. During the last four years I had accumulated and invested two thousand dollars; but recently the claims of two objects seemed to be so strong, (the one the purchase of McGill Square for benevolent purposes, the other the endowment of Victoria College), that I divided the two thousand dollars between them. With the exception, therefore, of the house I occupy, I have no more material wealth than I had twenty-five years ago.

But in regard to the future, I stipulate or solicit nothing. In view of my labours during the last twenty four years and upwards, my age of nearly sixty-six years, and my voluntary retirement from my position, I believe the Government and Legislature of the country will do what is just and honourable, and I ask no more. I am still willing to do what I can to advance the chief work of my life; and if it is thought I may be useful in connection with the Council of Public Instruction, I will be happy to do what I can in that capacity, as also (released from the cares and duties of office) to contribute to the school and other literature of the country, and to aid, if desired, the proposed Minister of Public Instruction, with any counsel my experience may enable me to give.

As to the time and manner of giving effect to the foregoing suggestions in regard to the Department, or my own resignation, I defer entirely to the convenience of the Government and the judgment of the Governor in Council.

I have the honour to be,
Sir,
Your most obedient servant,
(Signed) E. Ryerson.

The Hon. M. C. Cameron, M. P. P.,
Secretary of the Province,
Toronto.

Copy

Provincial Secretary's Office,
Toronto, 30th January, 1869.

Sir,—In ackuowledging your letter of the 7th December last, placing your resignation of the office of Chief Superintendent of Education in the hands of His Excellency the Lieutenant-Governor, and suggesting that the Department of Public Instruction should be placed under the more direct management of the Government, through a Minister, to be designated "the Minister of Public Instruction," holding a place in the Executive Council and a seat in the Legislative Assembly—thus bringing this Department, in common with all other branches of the Government, within the control of the people through the responsible advisers of the Crown. I am directed by His Excellency the Lieutenant-Governor to thank you for the valuable suggestions contained in your letter, and to request that you will continue to discharge those important duties, which you have performed for a quarter of a century with so much credit to yourself and benefit to the people of this Province, until His Excellency's advisers shall have more fully considered your suggestions, and matured a measure for placing your Department under the direct supervision of a member of the Executive Council.

The services that you have rendered your country and your now advanced age fully warrant your asking to be relieved from the further discharge of your arduous duties; but knowing your vigour of mind and energy of character, His Excellency ventures to hope that compliance with the request now made will not prove too great a tax upon your energies, or interfere seriously with any other plans you may have formed for the employment of the remaining years of a life devoted to the moral and intellectual improvement of your fellowmen.

I have the honour to be,
Sir,
Your obdt. servant,
(Signed) M. C. Cameron,
Secretary.

Rev. E. Ryerson,
Chief Superintendent of Education,
Toronto.

NO. 411, B 3, DEPARTMENT OF PUBLIC INSTRUCTION FOR ONTARIO.

EDUCATION OFFICE, Toronto, 30 January, 1869.

SIR— I have the honour to acknowledge the receipt of your letter of this date conveying the most kind expression of his Excellency the Lieutenant Governor in regard to myself and my past humble services, and the request that I would continue in my present office until His Excellency's advisers should be able to mature a measure to give effect to the recommendations of my letter of 7th of December last respecting the direct responsibility of the Education Department to Parliament, and the creation of the office of Minister of Public Instruction to be filled by a responsible Minister of the Crown, having a seat in Parliament.

The more than kind reference to myself on the part of His Excellency has deeply affected me, and for which I desire to express my most heartfelt thanks.

I beg to assure you for the satisfaction of His Excellency that I will subordinate every inclination and contemplated engagement, to the great work of the Education Department and the system of Public Instruction, as long as I have strength and may be desired by the constituted authorities to do so.

I have found that the apprehensions first expressed by the Hon. M. C. Cameron, as Chairman of the Education Committee of the Legislative Assembly during the late session, that connecting the Department of Public Instruction with the political Ministry of the day might draw the system of Public Instruction into the arena of party politics and thus impede its progress, is largely shared in by thoughtful men, and that my recommendation has been coldly received generally, and strongly objected to in many quarters.

Under these circumstances I have been led to review the whole question; and aided by the experience which the recent session of the Legislature has afforded, I would respectfully suggest that, until a better system can be devised, a committee of say seven or nine members of the Legislative Assembly (to be presided over by the Provincial Secretary) be elected by ballot, (or if not by ballot, by the mutual agreement of the leaders of both parties in the House,) at the commencement of each session, to examine into the working, and report upon all matters relating to the Education Department and its administration, as well as upon any measures which might be suggested for the promotion of Public Instruction. The Provincial Secretary, being *ex officio* Chairman of such Committee, would be able to bring before it any thing that had required the interposition of, or had been brought before the Government during the year and meriting the attention of the Committee. The Committee being chosen by ballot, or by mutual agreement on both sides of the House, would preclude the character of party in its mode of appointment, and give weight and influence to its recommendations. In this way the Education Department, necessarily so identified with matters affecting popular progress and enlightenment would, in its whole administration be more directly responsible to Parliament and through it to the people than any other Public Department is now, and that without being identified or connected with any political party, and on the occasion of a vacancy in the Administration of the Department, a selection and appointment could be made free from the exigencies of party or of party elections, upon the simple and sole ground of qualifications for the office and with a view of promoting the interests of public education irrespective of sect or party.

But, under any circumstances, I will endeavour to do my duty to the best of my ability, as desired by His Excellency the Lieutenant-Governor.

I have the honour to be, Sir,

Your most obedient servant,

(Signed) E. RYERSON.

The Honorable M. C. Cameron, M.P.P.,
Secretary of the Province, Toronto.

HISTORY OF THE BRITISH UNITED EMPIRE LOYALISTS OF AMERICA.

Circular to the Descendants of the British United Empire Loyalists of America.

The object of this Circular is to solicit from the descendants of the "United Empire Loyalists," and other first Settlers of Upper Canada, any Documents, Journals, Letters, or

other Papers which may relate to the Lives and Adventures of their forefathers and of their settlement in Canada, or any facts or information which may afford materials for the history of the venerated founders of our country. The same request is made of the descendants of the United Empire Loyalists in Nova Scotia, New Brunswick, and other parts of America. The documents, &c., to be sent at my expense; and they will be returned if desired.

The first settlers of these Provinces preferred British connexion and government to any other, though they were not all what are technically termed "United Empire Loyalists;" that is, those who had actively supported the unity of the Empire during the revolt and secession of the old American Colonies, now the United (or rather divided) States. Those United Empire Loyalists were the losing party in the contest, which led to their settlement in Nova Scotia, New Brunswick, and Canada. The unsuccessful parties in such contests always appear to disadvantage, and especially when the only histories of them are written by their adversaries. American histories have done great injustice to the motives, principles, and character of our Loyalist forefathers; and no English history of them has been written. They were a noble race of men—in few respects inferior, and in several respects superior, to the lauded Pilgrim Fathers of New England. Their antecedents, their sacrifices, their courage, their chivalry, their enterprise, their perseverance, and their lofty patriotism, claim for them—at the hands of some of their sons—a faithful history and rightful vindication. The same remark applies to Lower Canada from its first connexion with the British Crown. Canada, Nova Scotia, and New Brunswick have many reasons to be proud of their parentage, whose characteristics and merits should be portrayed for the grateful contemplation of posterity.

In the absence of other contributions of the kind,—in accordance with many requests, and after too long a delay,—I purpose to attempt a "History of the British United Empire Loyalists of America," preceding it with some account of the Government of the old British American Colonies, their transatlantic relations and disputes; and following it, as time may permit, with a "History of Canada," embracing its Aboriginal Tribes; the growth of its Settlements and Institutions; its deeds in the War of 1812; its Religious persuasions and Public Men; its Municipal and Educational Institutions; the nature and defects of its early Governments, the origin and establishment of its system of Responsible Government and its working, as compared with that of the United States and Great Britain; the various elements which enter into the composition of its Society; and the influences—national, religious, political, and social—which contribute to form and develop its character of Canadian Nationality and progressive Civilization.

The History of the United Empire Loyalists will be included in two Volumes; that of Canada, in not less than two more.

E. RYERSON.

P. S.—The foregoing circular was partly written two years since; but I have, from various causes, deferred printing it until the present time. Some idea of the scope and character of the proposed work may be formed from the following summary-outline of it:—

CHAPTER

I. Discoveries and Explorations of the Atlantic Coasts of America, and information in England as to its Climate and Productions, down to 1620.

II. Motives and Characters of its settlements, from 1585 to 1630.

III. Government of the Colonies, from 1606 to the end of the Cromwell Protectorate in England, 1660.

IV. Their Government, from Charles II. 1660, to the English Revolution, 1688.

V. Their Government, from the Accession of William and Mary, 1689, to the Peace of Paris (after the Conquest of Canada), 1763.

VI. Relations of the Colonies (especially those of Massachusetts) to England; (1) From their first Settlement to the end of the Cromwell Protectorate, 1660; (2) From the Accession of Charles II. 1660, to the death of William III. 1702; (3) From the Accession of Queen Anne, 1702, to the Peace of Paris, 1763.

VII. Origin and nature of the disputes between Great Britain and the Colonies; (1) From 1763 to 1770; (2) From 1770 to the Declaration of Independence, 1776.

VIII. United Empire Loyalists, as distinct from the Secessionists.

1. How far they agreed with the Secessionists.

2. Their satisfaction with the concessions of the British Government.
3. Principles, character, and numbers of the Secessionists.
4. Principles, character, and numbers of the Loyalists.
5. Conduct of the Secessionists and Loyalists towards each other, compared.
6. Sacrifices and conduct of the Loyalists during the Revolutionary War.
7. Their circumstances and treatment after the Revolutionary War.
8. Their settlement in Nova Scotia, New Brunswick, and Canada.

IX. Climate, Soil and Government of Upper Canada; Character, Enterprise, Privations, and Hardships of the first Settlers, &c., &c., &c.

Toronto, May, 1861. E. R.

HISTORY, ETC.

CHAPTER I. *Introduction; discoveries, knowledge and settlements in North America before the landing of the Pilgrim Fathers at Plymouth in* 1620.

I purpose to write a history of the British United Empire Loyalists of America from their first settlement on the shores of Virginia and New England to their last settlement in Nova Scotia, New Brunswick and Canada, together with a constitutional history of Upper Canada to the present time. I shall inquire into the nature and extent of information in England as to the climate, productions, and probable advantages of the newly discovered coasts of America before the establishment of popular government among the settlers in Virginia and before the "Pilgrim Fathers" resolved to make New England their future home; the motives of religion, liberty and gain which prompted their voluntary expatriation from the fields of ancient culture and the home of civilization, to the forests of a new-found land, and the hunting grounds of savage tribes I shall recount the adventures and hardships of their infant settlements; the character and growth of their institutions; the extension of their conquests and territories; their relations to the mother country and treatment by it; the origin and progress of disaffection to the Imperial Government, and modes of its manifestation; the occasions of offence and complaint given by kingly authority to the American Colonists, and the manner in which a portion of the latter improved those occasions to extinguish British rule in America; the nature, phases and crisis of the questions of dispute; how far the United Empire Loyalists maintained the rights, but refused to renounce the allegiance of British subjects; the point of divergence between the Loyalists and Secessionists, their respective principles, character, number, wealth, errors, conduct and sacrifice. I shall show that the defeat and misfortunes of the Loyalists originated in no want of devotion, courage or even skill on their part, as far as they were permitted to act from their own knowledge and experience, but were caused by the imprudence and incompetence of generals who despised alike the Loyalists and the Seceders. After the termination of the unnatural contest, I shall follow the disinherited and exiled Loyalists, not to a promised land abounding in all kinds of game and vegetable productions, as was New England represented before the Massachusetts Puritans decided to adopt it as their home; but to lands in Nova Scotia and New Brunswick, noted only for extreme severity of climate—and thousands of them to a Canada, then less known to the Loyalist exiles than was New England to the Pilgrim exiles when they first landed on Plymouth rock—a Canada then requiring a longer and more dismal passage to be reached from New York, than was required to go from England to Boston in the seventeenth century.

In the course of the investigation, it will appear that the Loyalists brought the same principles with them to Nova Scotia, New Brunswick and Canada that their forefathers brought from England to America, and for which the Northern States professed to contend in their late civil war with the seceding Southern States, principles which are at this day placing England at the head of the order, liberty and civilization of mankind, and making Canada more independent, free and progressive than any other state of the Western continent; while the leading secessionists of the Revolution imbibed new principles and new maxims of government, which discarded all allegiance to England and to Monarchy long before the Declaration of Independence, and which have ripened into a harvest of yet incomplete development, and results very different from those fought for by Washington and anticipated by Franklin.

An enquiry into the causes and principles which destroyed the unity of a great empire, and transmuted thirteen monarchical provinces into as many democratic states cannot be unattractive to the historical student and practical statesman; and in transactions so novel and eventful, in which our forefathers played so conspicuous a part, we have a filial interest. The

subject is also full of instruction as to the establishment, government and destiny of colonies' the most extensive ever planted; the formation and progress of institutions now spread over a territory twice as large as Europe; the errors and vices which have obstructed their progress and marred their usefulness, the principles and virtues which minister to their strength, and infuse into their civilization the reality of truth, freedom, intelligence, energy and independent advancement.

Such is the task I have assigned to myself in narrating the history of the United Empire Loyalists of America and in the execution of which, however imperfectly, I hope to afford some entertainment and instruction to the reader who shall honour my pages with his perusal.

Copy—Private.

OFFICE OF THE PRESIDENT OF THE COUNCIL,
Toronto, 12th February, 1872.

SIR,—I have your note of the 10th instant, marked private, proposing your retirement and the reconstruction of the Education Office, and enclosing copies of a former official correspondence on the same subject. At this late stage of the Session, and under the present pressure of public business, there is no probability of our giving this matter the consideration which it deserves, and it must therefore be postponed till the recess, when, if you will have the goodness to put yourself in communication with the Provincial Secretary, as on the former occasion, the subject will receive the early and earnest attention of the Government. I may, however, say at once that I am unable to acquiesce in the stipulation that we should consult and obtain the agreement of our political opponents touching any plans we may adopt.

This is all that need have been written just now, but that your allusion to my personal feelings towards you, and to what you call your vehement expressions used last year towards me require remark. First let me repeat some of these vehement expressions published by you on the eve of the general elections of last year. You in effect stated that I had made a speech of excessive partizanship, venom, ignorance and absurdity; that my public conduct was unstatesmanlike, unfair, dishonourable, base, cowardly and mean; that I was attending the Court of Chancery to earn fees while the country was paying me to devote my time to its legislative interests; that I was playing the most criminal game of party and of faction in questions of mental and social progress; that I was guilty of misrepresentations; that I misrepresented you; that I misrepresented the Bill; that I misrepresented the words; that I showed ignorance; that I showed profound ignorance; that I showed equal ignorance on another topic; that I made a reckless assertion; that I made a baseless assertion; that I made an unfounded assertion; that I was ignorant of the facts; that I made a partizan speech; that I insinuated the reverse of fact; that I made unfounded representations; that I was repudiating the example of both England and the United States in order to accomplish a party object and gratify animosity against you; that I made an insinuation of which the lowest village demagogue might be ashamed; that mean personal hostility prompted me to reject everything you proposed, and to ignore your very existence in connection with the Public School System; that I had cherished a hatred of you since 1844, which was now cropping out and culminating in my proceedings; that my hatred had become only the more intense with the lapse of years, and that I then felt towards you as towards the devil; that I had evinced the grossest ignorance of school legislation, in both this and other countries; that I had simply drawn upon my imagination under the prompting of passion and personal hostility; that if I could get into power and carry out the views I had avowed, our educational system would be crushed, and the retrograde of the next twenty years would be equal to the progress of the last twenty years, while, of course, you would be the first object of my vengeance; that my real object was to bring our whole school system into the arena of party politics, contrary to the example of all good men in Upper Canada; that on this idea I hoped to revive the party hates of a past generation, and get my hated rivals beneath my feet; that I had fallen into evil ways; that I was engaged in a crusade against the administration and polity of our school system; that I had assailed all those parts and instrumentalities of the school system, which are as essential to its efficiency and existence, as the arms and legs to the real life and successful industry of the man; that I was as ignorant of the School Law

as a new-born child ; that I was making a persistent but impotent effort to assail, at the country's expense, a public department and a public man ; that I was disappointed and inveterate ; that dark would be the prospect, and crushed the hope of all that is kind, and liberal and progressive, in the future of Ontario, should my spirit ever rule in its Councils, and control its destinies ; that my policy was to defeat the School Bill, to prevent any legislation whatever while you or Mr. M. C. Cameron were in office, to keep the question open and use it as a football of party at the coming elections ; that I looked upon each Member of the Opposition as a mere human chattel, a tool with a soul, to do or not to do as I might direct ; that I was guilty of very unpardonable and criminal conduct in perverting, for the purposes of party, a matter affecting the education of our youth, conduct which had been avoided and denounced by good and honourable men of all parties from 1841 ; that I was guilty of political partizanship ; that I had dragged Members of the Opposition by party tyranny, and was actuated by a pernicious spirit ; that I delivered a factious speech against the school system and yourself ; that I was sitting and watching in the House to harass, from day to day and week to week, the Government in transacting the business of the country, gendering a petty and bitter spirit in Legislative proceedings, and in the public mind ; that I intended to conceal from you a letter to my constituents ; that my letter was a twofold misrepresentation and deception ; that I had committed falsehood by omitting half the truth, and by making, and intending to make, a false impression ; that there was untruthfulness in my letter ; that I made a pretence which was both a quibble and a misstatement ; that part of my letter was very disingenuous and, in fact, untrue ; that I was guilty of disingenuousness and untruthfulness ; that I was guilty of injustice and misrepresentation of facts ; that when I wrote of an attempt having been made, I knew no such attempt had been made ; that I was descending to unworthy means of deceiving the electors of South Bruce.

This published language of yours remaining unretracted, you now write to me privately, suggesting the creation of the office of Minister of Public Instruction, and the appointment of myself to that office, with control over the University, U. C. College, and the Institution for the Deaf and the Blind, as well as the Normal, High, and Public School. You say that whatever I may find to approve of in your policy and course of procedure, you have no doubt I will have the fairness to avow, and the patriotism to maintain, whatever may be my views and feelings towards yourself personally ; and you add that though you differed from me strongly, and expressed yourself vehemently in regard to my proceedings last year on the school question, and especially in regard to yourself, you believe I have the heart of a true Canadian, and the intellect of an educated Statesman, and that I have the ability to make myself a great blessing to our common country.

I have put together your public and private utterances.

I shall not draw the obvious inference or deduce the inevitable conclusion.

I hope and believe you would be right in trusting to my fairness even did I, as you assume I do, entertain ill-feeling towards you ; but I have not the least ill feeling towards you or any other of my fellow men. I shall humbly endeavour in my dealings with you to exemplify that Christian charity of which as a minister of the Gospel you have doubtless preached, though you think it consistent with the practice of the virtue to publish to and leave before the world the language here set down.

I have the honour to be
Your most obedient servant.
(Signed) EDWARD BLAKE.

To Rev. D. Ryerson, Superintendent of Education, &c., &c.

Copy—Private.

SIR : Toronto, Feb'y 13th, 1872.

I have the honour to acknowledge the receipt of your letter of yesterday and to remark, in reply, that I must demur to several counts in the long bill of Indictment which you have presented, and much more to the fairness of your cutting and stringing together words and allusions of successive letters without any reference to the occasion of them or to their natural connection. My letters, to which you refer and from which you cull so largely, contain the evidence on which I then wrote, and your own speech to which those letters were a reply, is a standing witness as to whether I was right or wrong in my appreciation of the

knowledge, or want of knowledge, you then evinced of the School Law, the School System, and the Education Department; and I believe now, as I believed then, that were the feelings which seemed to influence your proceedings last year in regard to the School System and myself to direct your policy when in power, my own official position would be valueless and there would be little hope for the School System which I have spent the best part of my life to establish and develop. I may have been, and may be, mistaken in my conviction; but such it was, and such it is. You, as a public man, gave forth utterances relating to myself and my work of many years; I replied to them and sometimes sharply and vehemently, as I felt deeply and wrote in part from a bed of pain. You have not thought proper to retract any of your imputations or denunciations, nor do I feel it my duty to retract my reply to them.

During a public life of nearly fifty years I have never, except in one instance, allowed differences and warm discussions in public matters to interfere with the freedom and courtesies of private life and when any public man abandoned a course of proceeding which I thought wrong and injurious, I at once acted towards him as if nothing of the kind had occurred. Thus though I deprecated with unsparing severity your proceedings of last year in school matters, I showed at the time that I would forget the past and rejoice in your future success on your adopting a different course of proceeding; for I concluded my two letters in reply to your speech in the following words: "Sir, you are yet young, and if you turn from the bad counsels by which you have been led astray, and from the evil ways into which you have fallen, you may yet be useful to your country, and no one will more cordially rejoice at your future success than myself, and no one will sooner forget that I have had occasion to address you in the style of these letters."

Sir, at the commencement of and during the present session, you have practically abandoned your last year's course of proceedings in school matters (as I will presently show); and therefore I have repeated the substance, and almost reiterated the concluding words above quoted in my recent letter to you, a part of which you so unfairly place in opposition to my last year's public utterances.

I will now state the circumstances which have occurred since last session, and even since the commencement of the present session of the Legislature, which prompted the proposal and language of my letter to you.

1. During the protracted discussions on the Lieutenant Governor's speech at the opening of the session, in which the School Legislation of last year, and the Normal Schools, &c., were formally mentioned, neither you nor any principal member of your party made the slightest reference to the Education Department, or to the School Law, or to myself as you had done last year, indicating thereby a complete change of policy on your part in regard to these matters.

2. When you succeeded to power and explained your intended policy you gave not the slightest intimation of your intention to renew your last year's hostility to the Education Department and myself. On the contrary I had been assured by more than one gentleman with whom you had conversed that you intended to act in regard to myself and my work as though no difference had occurred between us.

3. When requested to see the Hon. Treasurer on the School Estimates for the current year, which, as desired, I had prepared, I found Mr. MacKenzie disposed to consider them in a friendly and liberal spirit; and though he at first hesitated as to increasing the High School grant $2,000, and add $25,000 to the Common School grant, as I had recommended, yet he yielded to the reasons I urged for the increase, and announced it amidst the cheers of the House. My whole interview and discussion with Mr. MacKenzie impressed me with the conviction that the school system would not suffer from the change of government, and that I would be assisted rather than obstructed in my work. I so expressed myself afterwards to my friends.

4. Your own correspondence, commenced by yourself, with me on questions of school law and legislation, impressed me that you would not act, as you had done last year, without information and in hostility, but that you would carefully ponder and inform yourself upon every question and measure before deciding, and that you would act in a candid, liberal and friendly spirit.

In addition I had been informed upon what I considered "high authority" that you were not going to follow in the wake of the *Globe*, but that you were going to adopt an independent, moderate, and liberal policy.

Under these circumstances I felt myself much encouraged in regard to the educational prospects of the country—arising from your obvious change of policy since last year—I believing indeed that my letters, respecting which you seem to feel so keenly, pointing out your former mistakes, had contributed to this improved state of things; and I began to revolve in my own mind what I ought to do in these circumstances I recurred to my long contemplated history and to my proposal to the Government four years ago; and though I have written three of the four books I then indicated, I have felt desirous of devoting myself wholly to the fourth and principal work. I therefore made to you the proposal contained in my letter, believing that you would not now make any changes in the educational system without thorough examination, and being satisfied that such examination would result in adopting most, if not quite all that I had done, and that the actual administration of Dr. Hodgins would advance towards completion what I had begun; for although the *machinery* of the system is complete as far as I can make it, and although much has been done to improve the schools, yet the principal *work* of the system, in the elevation, practical character and effectiveness of the schools, is only just begun.

I was led to believe from your further experience and improved feelings, as I supposed to be indicated by the circumstances above mentioned, and your great abilities—for no man more highly appreciates them and has spoken more highly of them than myself—that you would do much to advance all other Educational and Benevolent Institutions of the country, and even give greater stability and power to the School System itself.

Believing from your personal feelings towards me (at least of dislike and aversion) from past occurrences, that I might be an obstacle in the way of accomplishing those objects I proposed to put myself out of the way, at the sacrifice of position and emoluments. With this view I wrote you a letter, friendly in spirit and courteous in terms, containing not one word that could give offence or cause you pain and only alluding to the past in what might almost be considered a term of self-reproach, but instead of answering me in a similar spirit your letter breathes a spirit of haughtiness throughout, and you seize the opportunity to give vent to what seems to have been long pent up feelings, and (by omitting all the facts above stated) you apply my letter in a way to make me appear as black as possible. If my letter showed that I could forgive and forget, your letter shows, according to my understanding of it, that you can do neither, at least so far as I am concerned. You put in a saving clause at the end; but your whole letter indicates to me that you feel your advantage over me, in comparison of last year: and hence you revive instead of desiring to forget, the irritations of that contest, though you are careful to omit what you had said and done to provoke it.

You object "to consult and obtain the agreement of your political opponents" as to anything that might be allowed me on retiring from nearly twenty-eight years charge of the Education Department. The terms of my letter do not imply any official consultation on the subject, but simply a friendly understanding among leading members of both parties, as such matters had always been considered and acted upon, until last session, as non-political and as the common work of both parties.

I wrote my letter to you without the knowledge of any human being. When I proposed to retire from office four years ago, my friends condemned my act in the strongest terms, and the country did not approve of it. I have again of my own will, or impulse, proposed to do the same thing; but you have interposed a barrier to its accomplishment.

I regret that what I had supposed to be doing a favour (if there were any favour at all in the matter) has been construed as if I had asked a favour, and made the occasion of an ungracious and unjust attack upon me.

You seem to attach an invidious significance to my letter having been marked "private." I have only to say that I have written nothing to you as private which I would object to have made public, if you desire it. But if a part of the correspondence be published, the whole of it should be published together.

As I do not intend now, after having marked the tone and contents of your letter, to make any official communication on the subject, I will thank you to have the goodness to return me the papers appended to my letter.

I have the honour to be, Sir,

Your obedient servant,

E. Ryerson.

Hon. Edward Blake, M. P., &c., &c.

Copy.

Office of the President of the Council, Ontario,
Toronto, 16th February, 1872.

Sir,—I am directed by Mr. Blake to acknowledge the receipt, yesterday, of your letter of the 13th instant, and to enclose you the copies of the papers referred to in that letter.

Your obedient servant,
Hy. Kinloch.

The Rev. Dr. Ryerson, &c., &c.

PART II.

CORRESPONDENCE WITH THE TREASURY DEPARTMENT.

Copy—No. 11637, L. 3.

Education Office,
Toronto, 27th December, 1871.

Sir,—I have the honour to state that in order to pay Petty Accounts at the close of the year, it is necessary for me to apply, as formerly, for an accountable warrant for $100.

The account and balance, if any, will be returned on the 31st instant,

I enclose vouchers for $387.15 for expenditure on previous warrants, which have been exhausted.

I have the honour to be, Sir,
Your obedient servant,
(Signed,) E. Ryerson.

The Honourable A. Mackenzie,
Treasurer of the Province, Toronto.

Copy—11638, L. 3.

Education Office,
Toronto, 27th December, 1871.

Sir,—I have the honour to send herewith certificates of various accounts to be paid, so as to close up the grant for the year for the following services:—

1. Libraries, Maps and Apparatus.
2. Depository Contingencies.
3. Normal and Model Schools.
4. Office Contingencies.

The following accounts are closed for the year, the grant having been nearly all absorbed:—

1. Educational Museum.
2. *Journal of Education.*

In a day or two I will be able to send in to your Department final certificates, so as to close up the rest of the accounts for the year.

I have the honour to be, Sir,
Your obedient Servant,
(Signed,) E. Ryerson.

Hon. Alexander Mackenzie, M.P.P.,
Provincial Treasurer, Toronto.

(Copy.)
No. 28, K. 3.

EDUCATION OFFICE,
Toronto, 3rd January, 1872.

SIR,—I have the honour to request that an accountable warrant for $500 may be issued to enable this Department to pay Customs Duties and Petty Expenses.

The warrants issued in 1871 were entirely absorbed, and the account of the balance of the expenditure not already accounted for, with the vouchers, will be sent in forthwith, together with the usual annual statement of Receipts and Deposits.

I have the honour to be, Sir,
Your obedient servant,
(Signed.) E. RYERSON.

The Honourable A. Mackenzie, M.P.P.,
Provincial Treasurer.

(Copy.)

TREASURY DEPARTMENT, ONTARIO,
Toronto, January 11th, 1872.

SIR,—I will feel obliged if you will, as soon as possible, inform me of the proposed mode of distribution of the sum of $2 200, asked for in your estimate for the year's services for "*Teachers' Institutes*," and the objects for which the money is to be used. Is it simply intended as an encouragement to form such associations? and do you intend to pay the amount as a matter of course on the formation of such institutions?

With reference to the proposed increase from $70,000 to $72,000 of the grant for High Schools, it seems to me the grant is large in proportion to the amount given for Common Schools. I would be glad to know if you had any strong reasons for asking for the increase. I understood Dr. Hodgins to urge the additional grant simply on the desirability of increasing the payments now made. I scarcely see my way clear to proposing it on that ground.

An early reply will much oblige
Your obedient servant,
(Signed,) A. MACKENZIE.

Rev. E. Ryerson, D.D.,
Chief Sunt. of Education.

DEPARTMENT OF PUBLIC INSTRUCTION FOR ONTARIO.

No. 407., L. 3.

EDUCATION OFFICE,
Toronto, 11th January, 1872.

SIR.—I have the honour to state, in reply to your letter of this date, that the appropriation made by the School Act passed early in the year 1850, "for the encouragement of Teachers' Institutes," was intended to assist in defraying the incidental expenses of such Institutes, such as the accommodation, stationery, maps, apparatus, and sometimes special lectures or teachers on special subjects. This is the mode in which they have been encouraged by public aid in the neighbouring States, where, in Massachusetts and New York especially, they have become an Institution and almost a regular branch of the School System.

I never acted upon this provision of the law but once, namely, in 1850. That year we dispensed with a Summer Session of the Normal School, and I got the two principal masters of the Normal School to conduct Teachers' Institutes in the several counties of Upper Canada, my official circular on that occasion is hereto appended, and fully explains the design of such Institutes.

But as there has been no proper classification of teachers, or classified programme of studies, such as could be carried into effect, no local Superintendents competent to conduct such Institutes, or Teachers of sufficient and acknowledged eminence among the fellow Teachers to designate for that purpose, I have thought it would be useless and a waste of time and money to recommend them, and to aid in defraying their expense. But now there are experienced and distinguished Teachers as Inspectors, and others in each county of

qualifications to assist in conducting such Institutes, and as several informal ones have been held with good results during the past few months, I have thought the time arrived when their agency might be usefully introduced for improvement of Teachers, and especially in teaching those subjects of elementary science now required to be taught. Under these circumstances I recommended the provision of the School Act of 1850 to be acted upon to a limited extent this year. Should the appropriation be made for the current year, it will be my duty to specify in a circular what may be considered the legitimate expenses of such Institutes, and require audited accounts of them before I recommend the payment of them by your Department.

In regard to the increase of $2,000 in the grant for High Schools, it was recommended because of the establishment of several new High Schools, and I did not wish to lessen the apportionment to High Schools already established, as it has a discouraging influence.

I have the honour to be, Sir,

Your most obedient servant,

E. RYERSON.

The Honourable A. Mackenzie, M.P.,
Treasurer of the Province, Toronto.

(Enclosure.)

TEACHERS' INSTITUTES IN UPPER CANADA.

Circular from the Chief Superintendent of Schools to Teachers, Superintendents, and other Officers of Common Schools throughout Upper Canada.

The 65th section of the present School Act authorizes the holding of a TEACHERS' INSTITUTE in each County in Upper Canada, "under such regulations as may be prescribed by the Superintendent of Schools, by and with the sanction of the Governor-General in Council."

The requisite sanction has been obtained for this purpose. The Board of Education has proposed to the Masters of the Normal School to devote a part of the next few months to conducting such Institutes; and Messrs. Robertson and Hind have very cordially acceded to the suggestion, and expressed their utmost readiness to visit all the Counties in Upper Canada, as far as practicable, in the prosecution of a work for which they are so admirably qualified.

It becomes then my official duty to specify some of the regulations which should govern the proceedings of these TEACHERS' INSTITUTES, before stating the times at which they will be held in the several Counties of Upper Canada.

A Teachers' Institute is a meeting of Teachers assembled two, four, or ten days, or two or four weeks, for the purpose of improvement in their profession. During each evening of such Institute, a public lecture is usually delivered on some subject connected with Common School Education. During each day, the Teachers composing the Institute are either formed into classes, for school exercises, under able instructors, or discuss the modes of teaching the various subjects of Common School instruction, and school organization and discipline.

What is contemplated during the approaching summer is intended as a preparation for, or introduction to, Teachers' Institutes, rather than holding such Institutes themselves. It is intended to limit each meeting (with one or two exceptions) to TWO DAYS, including two evening lectures—the first on the eve of the first day of the Institute, the second on the evening of that day. In some cases, a third lecture may be delivered the evening following.

The evening lectures will commence at eight o'clock. The exercises each day will commence in the morning at nine, and continue until noon; will be resumed in the afternoon at two, and close at five.

The subjects which will engage attention during these exercises will be, chiefly, the METHODS AND PRINCIPLES OF TEACHING, *Reading, Writing, Arithmetic, Orthography, Geography* (with mapping), *Natural and General History, Grammar*, and, in some instances, perhaps, higher subjects; also School Government and Discipline. Some of these subjects may occupy much less time and attention that others, according to their relative importance,

a
nd as circumstances may suggest. Collateral subjects may, on some occasions, be introduced; but the proceedings of each Institute will be under the direction of the Masters of the Normal School.

During many years such Institutes have been held in various parts of Germany; and, during the last four or five years, they have been held with great advantage and success in the New York and New England States. They have been numerously attended by Teachers, School Officers, and other educationalists, and have been productive of the happiest results in respect both to Teachers and large portions of the community where they have been held.

Shall we have proof in the experiments now to be made that such Institutes may be held in Upper Canada? Will Canadian Teachers show that they have as much energy and noble ambition to attend and participate in the proceedings of such Institutes as Teachers in other countries? If Teachers desire their position and profession to be advanced, they must exert themselves, and not depend on others, or sit down in complaining inactivity. No one circumstance would speak more in behalf of Canadian School Teachers than to see them as one man attending the Institutes about to be held; and the proceedings of such Institutes largely attended cannot fail to be individually useful to Teachers, and give a powerful impulse to the cause of public education.

And may we not hope for as much cordial co-operation on the part of local Superintendents of Schools, ministers of religion generally, and other public men, as is shown by corresponding orders of men in neighbouring countries? Upon public and patriotic grounds, it is hoped that pains will be taken in all the congregations, and through the press, and in other convenient ways, to give the widest publicity to the evening lectures; and that School Teachers, Superintendents, Clerical, and other School visitors and officers will attend the day exercises of the Institutes.

I venture to assume from personal experience of such courtesy, that the Court Houses in the several Counties will be allowed to be used for holding these Teachers' Institutes; and that the Superintendents of Schools in each city or town where an Institute may be appointed, will make the necessary preparations as to place, lights, &c. Perhaps, in some instances, a more convenient place than the Court House may be obtained for the evening lectures, if not for the other exercises, of the Institutes.

I confidently hope also, that School Trustees will, in all cases, readily assent to the absence of their Teacher long enough to attend the Institute in their County, and that as many as possible of the Trustees themselves will also attend. I would likewise bespeak the favourable consideration of the friends of education in the towns and neighbourhoods where these Institutes may be held.

It is not probable that the Masters of the Normal School will be able to make a second visit to the several Counties of Upper Canada; all, therefore, who wish to understand the principles of teaching and the system of instruction adopted in the Normal School, and sought to be introduced into all the Schools in Upper Canada, are earnestly invited to attend these Institutes, and to do so in every instance from the beginning to the end of their proceedings, in order to be able to judge intelligently of the system of school teaching which they will develop.

I shall be most happy to make a personal visit to the several Counties during the course of the ensuing autumn, to confer with local School officers on the provisions of the School law and the establishment of School libraries, to furnish them with copies of the School Act, and all Forms, Regulations, &c., required for its execution, and to consult on the best means of promoting the interests of education generally.

It only remains for me now to state the times and places at which Messrs. Robertson and Hind will hold Teachers' Institutes for the several Counties in Upper Canada.

PLACES.	FOR THE COUNTY OR COUNTIES OF	DATE.
St. Catharines	Lincoln, Haldimand and Welland.....	*May* 30 and 31
Hamilton.....	Wentworth and Halton.....	*June* 4 " 5
*Simcoe**	Norfolk	" 7 " 8
Guelph†	Waterloo	" 7 " 8
*Woodstock**.....	Oxford	" 11 " 12
Goderich†..... ...	Huron, Perth, and Bruce.....	" 11 " 12

PLACES.	FOR THE COUNTY OR COUNTIES OF	DATE.
Chatham	Kent	*June* 18 and 19
London	Middlesex	" 14 " 15
Amherstburg	Essex	" 21 " 22
Cornwall	Stormont, Dundas and Glengarry	*July* 4 " 5
L'Orignal	Prescott and Russell	" 9 " 10
Bytown	Carleton	" 12 " 13
Perth	Lanark and Renfrew	" 16 " 17
Brockville	Leeds and Grenville	" 19 " 20
Kingston	Frontenac, Lennox and Addington	" 23 " 24
Picton	Prince Edward	" 26 " 27
Belleville	Hastings	" 30 " 31
Cobourg	Durham and Northumberland	*Aug.* 2 " 3
Peterborough	Peterborough	" 6 " 7
Barrie	Simcoe	" 15 " 16

Let it be specially observed, that the first lecture in each place above mentioned, will be delivered *in the evening previous to the first day named for holding the Institute;* and it is hoped that Teachers, and all others purposing to attend the Institute, will be present at the preceding evening's preliminary lecture, and thus be prepared for entering upon the proceedings of the Institute the morning following.

E. Ryerson.

Education Office,
Toronto, 16th April, 1850.

(Copy.)
No. 496, L. 3.

Education Office,
Toronto, 12th January, 1872.

Sir,—I beg to solicit your attention to my letter to the Provincial Secretary, dated 2nd November (and left with you by Dr. Hodgins), submitting estimates of the necessary fixtures and furniture of the additional rooms in the Model Schools erected during the last autumn.

I may add that I had nothing to do with the estimates or contracts in regard to additional accommodation in the Normal and Model Schools, much less with the delays which retarded their completion. The whole work, from beginning to end, was in charge of the Department of Public Works. The accommodations have been completed some time since; but for want of fixtures, furniture and apparatus, upwards of $400 in fees are lost *per month*, besides the anticipated facilities of practice in teaching and school discipline to the teachers-in-training in the Normal School.

I have the honour to be, Sir,
Your obedient Servant,
(Signed,) E. Ryerson.

The Honourable A. Mackenzie, M.P.,
Treasurer of Ontario, Toronto.

(Copy.—Enclosure.)

Education Office,
Toronto, 2nd November, 1871.

Sir,—I have the honour to state that, in the letter of the Chief Superintendent of Education to your Department, dated 28th June, he mentioned that, owing to the extraordinary rise this year in the cost of building and building material, one of the tenders then received for the completion of the new additions to the Model School exceeded the appropriations authorized by the House of Assembly by $2,500, and the next lowest exceeded it by $6,000, "although Mr Tully left out some of the fittings, the heating and galleries." The furnishing of the building was also omitted.

As it is now highly desirable to supply the omissions made when the tenders were received, and to complete the Model Schools so as to enable this Department to admit the full complement of pupils for which the now enlarged buildings are designed, the Chief Superintendent

would thank you to bring the matter under the consideration of His Excellency the Lieutenant Governor in Council, with a view to obtain authority for the necessary expenditure.

I have furnished the Commissioner of Public Works with a detailed statement of the things required to be done, in order to complete and furnish the buildings, with a view to obtain from the architect, for the information of the Government, an estimate of the cost of the items mentioned in the statement.

In addition to the necessary furnishing and fittings, I may mention that the estimated cost of the additional books, apparatus and stationery required to furnish the number of pupils which will be admitted to the Model Schools this year will be about $659, and that for the increased number of students admitted to the Normal School this session (not anticipated or provided for), about $500. The Chief Superintendent respectfully requests that His Excellency in Council will be pleased to authorize the expenditure of these two sums in addition to the several works required to be done at the new buildings.

One of two facts I respectfully desire to mention.

1. If the Model Schools are now completed, as proposed, we shall be able to admit (at the middle of this month) about 250 pupils. The fees received from these pupils will be $500 a month, or at the rate of nearly $6,000 a year.

2. The total expenditure required for the whole of the works of completing and furnishing the Model Schools, as now proposed, will only exceed the amount of the *second* lowest tender (for a part of the work only) by about $2,500.

That tender was, I think, for $21,000, whereas the cost of everything proposed to be done, in order to put the new buildings in a complete state for occupation, and originally including a galvanized iron roof (not estimated for), and furnish books, apparatus and stationery, will not exceed $23,500.

I have, &c.,
(Signed,) J. George Hodgins.
Deputy Superintendent.

The Hon. Stephen Richards, Q. C.

(Copy.)
No. 562, M 3.

Education Office,
Toronto, Jan. 15, 1872.

Sir,—I have the honour to request that, as before, you will please transmit to Mr. James D. Trigg, Accountant of the Christian Knowledge Society, the sum of £50 sterling, to be expended in Natural History and other object lessons, books and requisites for the schools under the control of this Department. By thus transmitting the money in advance, as per standing agreement with the Society, the Department is enabled to get a special discount which it could not otherwise secure. The invoice when received will be transmitted to your Department in the usual way.

I have &c.,
(Signed,) E. Ryerson.

The Honourable A. Mackenzie, M.P.,
Treasurer of the Province, Toronto.

(Copy.)
No. 840, M. 3.

Education Office.
Toronto, 20th January, 1872.

Sir.—I have the honour to state that when application was made in my letter of the 3rd inst., for the issue of the usual warrant for $500, on account of Customs Duties and Petty Expenses, a portion of it was then required for the payment of Customs Duties on several boxes of books lying in the Customs warehouse in bond.

As we are in want of the books, and the Custom House authorities decline to furnish bills for duties, and yet require all goods to be released within a certain time or bonded, I shall be glad if the warrant can be issued as soon as convenient.

I have, &c.,
(Signed,) E. Ryerson,

The Hon. A. Mackenzie, M.P.,
Treasurer of the Province, Toronto.

(Copy.)
No. 851, M 3.

EDUCATION OFFICE,
Toronto, 22nd January, 1872.

SIR,—I have the honour to state, that, having understood that copies of my Annual Report, which was laid before the House of Assembly on Friday, could be franked and sent to Inspectors, Trustees, American State Superintendents and other persons through the House of Assembly post office free, I did not make any estimate for that particular charge in the postage item mentioned in the contingencies of this Department. As I have now, upon inquiry, been informed by the Clerk of the House that the Report cannot be franked and sent through the Assembly post office free, I would respectfully recommend that provision be made for this extra item of postage in the contingencies of this office—amounting say to 10 cents per copy, or $200 on the 2,000 extra copies of my report, which have been printed by order of the House. The 4,500 copies of the *first* part of my report will be sent in boxes to the County Clerks to be distributed by the Inspectors to the rural trustees, &c.

I am, &c.,
(Signed,) E. RYERSON.

The Hon. A. Mackenzie, M.P.,
Treasurer of the Province, Toronto.

(Copy)
No. 1485, M 3.

DEPARTMENT OF PUBLIC INSTRUCTION FOR ONTARIO,
EDUCATION OFFICE,
Toronto, 31st January, 1872.

SIR,—I have the honour to enclose herewith a letter from the Inspectors of High Schools, in regard to the imposition of additional duties upon them without additional compensation.

I know nothing of the rumoured intentions of the Government to which they refer, but think their duties as Inspectors are arduous enough for the salaries they receive, being absent from home and on travelling expenses nearly eight months of the year.

I do not think it best by Act or vote of Parliament to make the Inspectors of High Schools ex-office members of the Central Committee of Examiners, although it may be wise to appoint one or both of them on it.

I think it should be left to the Council of Public Instruction, which prepares the programmes, directs the Examinations, and gives the First Class Certificates, to appoint, from time to time, all the members of the Committees, through which it may act.

But if you think otherwise, and think it advisable to make the Inspectors of High Schools ex-office Examiners in the Central Committee, I think they should in some form have additional compensation for this enormous amount of additional work—work which very few men are competent to do.

This may be done by making them a special allowance under the head of travelling expenses.

But still provision must be made for compensating one or two members of the Central Committee of Examiners, who cannot be Inspectors.

I think that what I proposed to you, during the interview with which you favoured me, will be found the most economical as well as most practical in the matter.

But I have no personal feeling any more than personal interest in respect to the question.

I have the honour to be, Sir,
Your most obedient servant,
E. RYERSON.

The Honourable A. Mackenzie, M. P.,
Treasurer of the Province, Toronto.

(Copy.—Enclosure.) TORONTO, 26th January, 1872.

SIR,—We understand that the Government are about to consider the propriety of withdrawing the remuneration which has hitherto been given to the Central Committee of Examiners of candidates for certificates as Teachers of Public Schools, and attaching (without remuneration) the special work they have been doing to the office of High School Inspector, as a part of its proper and necessary duties. We think we can show strong reasons why this step should not be taken, and, in respectfully submitting them to you, we feel sure that we shall not invoke in vain your kind and patient attention.

1. We desire to state, in the first place, that this examination work has never had any necessary connexion with the office of High School Inspector. It is properly and wholly a part of the machinery for the management of the Public Schools, and if two of the three members of the Examining Committee happen to be Inspectors of High Schools, we may assume that the work has been given to them, not merely as High School Inspectors, but because it was judged expedient on other grounds to assign it to them.

2. Permit us to lay before you a statement of our proper duties as Inspectors of High Schools. Under the new system of "payment by results," where a careful and faithful estimate of the proficiency of the pupils has to be made, *two days* are given to the inspection of some of our larger schools, *whilst none of them receive less than one day*, and it is seldom possible to keep the one day's work within the usual school hours. For more than eight months of the year are we thus actively occupied, and during this time—except for a day or two, now and then, at long intervals—we have to give up the comforts of home and to neglect its duties. This is a point which we think it is only fair to take into account in estimating the position of a High School Inspector.

3. We are quite satisfied that the amount of labour entailed by these examinations is by no means fully appreciated. Questions on 15 different subjects for candidates of three grades have to be prepared, and as a hundred eyes are watching to detect a single blemish, these questions have to be prepared with peculiar care. As regards the answers sent in by First Class candidates, which it is our province to look over, it will be readily understood that the examination of these is no light duty, when we state that there were at the last examination 48 candidates, whose papers amounted to 720 in all, on the 15 subjects in which they were examined. Comparatively few have thus far presented themselves for First Class certificatese because there has been but little time for preparation, and the attainments of Teachers generally throughout the country have been low. Hereafter, with more time for preparation, and with the general elevation of the Teacher's position in the Province, the number of candidates for First Class certificates will no doubt steadily increase.

4. It will not be out of place to notice the extent to which *travelling expenses* reduce the Inspector's salary. These expenses cannot with any fairness be set down at a smaller sum than $500 per annum. Should the Government decide on attaching new duties to our office, they may, perhaps, feel disposed to award compensation by granting a proportionate allowance towards travelling expenses.

We now leave the matter in your hands, confidently relying on your kind consideration, and trusting that the simple statement of facts we have made will have its due weight.

We have the honour to be, Sir,

Your obedient servants,

J. G. D. MACKENZIE.
J. A. McLELLAN.

The Honourable Alexander Mackenzie,
Treasurer of the Province of Ontario.

(Copy.)
No. 1636, M. DEPARTMENT OF PUBLIC INSTRUCTION FOR ONTARIO.
EDUCATION OFFICE,
Toronto, 2nd February, 1872.

SIR,—I have the honour to state, in reference to your report to the Honourable Provincial Secretary on my letter to him of the 26th ultimo, that there is clearly a misapprehension on the subject to which you refer.*

*See Part III of this Correspondence *infra*.

I have never given the Parliamentary Printers any directions in regard to the printing of my Annual Report. In the case under notice, I had learned that the House of Assembly had directed that in future the number of Parliamentary reports to be printed for any of the Government Departments should not exceed 2,000. When the Printers applied for directions in the matter, they were referred to the Honourable Attorney General Macdonald on the subject. The written information sent me from them contained no intimation (as stated in your report) that the 2,000 copies were to be sent to the Legislative Assembly. It was to the following effect:—"The Attorney General says 2,000 of your Report are all that the House will pay for, in accordance with an order last Session, referring generally to Departmental Reports. Any copies required in excess of that number would be chargeable to the Department. What shall we do?"

Having ascertained that the usual number of copies required for the House of Assembly was from 1,000 to 1,200, I assumed that at least 500 copies of the Report would be sent as usual to this Department for distribution to the more important officers, such as Inspectors, and Boards of Trustees, and the various American Superintendents from whom I receive reports, etc., etc. Acting on that belief, and anxious to save expense, I obtained a tender from the Printers for reprinting merely the first part of my Report, at $65 per 1,000. Thinking that I should of course receive the 500 copies of the complete report (for the Inspectors and Boards of Trustees) from the House, I only ordered 4,250 of the first part for distribution among the rural Trustees, making a total which I had calculated upon for distribution of 4 750 copies. This by economy in distribution I had hoped would have been sufficient.

In your statement to the Provincial Secretary you mention that 4,500 copies of my Report were printed and that I made no demand for the other. From what I have just stated you will see that only 4,250 of the first 74 pages of the Report were printed—the expense of which I have included in the Estimates sent in to you; and, from my letter of the 26th ultimo to the Provincial Secretary, you will see that I had made a demand for the other Reports, but without success. I would respectfully suggest that the Parliamentary restrictions on the printing of these Reports should be removed, and the usual full quantity of 5,000 copies printed for distribution among our School Trustees and School Officers.

I have the honour to be, Sir,
Your most obedient servant
(Signed,) E. Ryerson.

The Honourable Alex. Mackenzie, M.P.,
Treasurer of the Province, Toronto.

Department of Public Instruction for Ontario.

(Copy.)

No. 1,790, M. 3.

Education Office,
Toronto, 5th February, 1872.

Sir,—I have the honour to state that, lest by any mistake the following paragraph in my letter to the late Provincial Secretary, dated 2nd November, 1871 (to which attention was called in my letter to you of the 12th ultimo), may have been overlooked, I desire to repeat it here, and respectfully to request that the necessary provision be made in the Estimates for the expense incurred as mentioned in the paragraph.

"In addition to the necessary furnishing and fittings, I may mention that the estimated cost of the additional books, apparatus and stationery required to furnish the pupils, which will be admitted to the Model Schools this year, will be about $650 and that for the increased number of students admitted to the Normal School this Session, not anticipated or provided for, the expenditure will be about $500."

I may mention that only the expense for books, &c., caused by the increased attendance of students in the Normal School, has been incurred (otherwise the students would have been refused admission to the institution), but that relating to the Model School is yet in abeyance. Provision will have to be made, however, in the Estimates (with your concurrence) for the two items mentioned in addition to the $3,000 now asked for to cover the neces-

sary expenditure of the current year. I did not include them in the estimates for this year submitted to you, as I had already asked for them in my letter of the 2nd November, and as I had regarded them as a special case.

I have the honour to be, Sir,
Your most obedient servant,
(Signed,) E. Ryerson.

The Honourable Alexander Mackenzie, M.P.,
Treasurer of the Province, Toronto.

Department of Public Instruction for Ontario.

No. 2289, M. 3. Education Office,
Toronto, 12th Feby., 1872.

Sir,—I have the honour to call your attention to an evident mistake in the Estimates, in the salary proposed to be given to Mr. Butler, Clerk of Sales in the Depository. Last year he received (as per Public Accounts) $320 per annum, and was recommended for a small increase of $30—$350, to which he is fully entitled. In the Estimates his proposed salary is put down at $300, which I have no doubt is a mistake or misprint for the $350 proposed.

I trust you will not overlook making provision for the books for the Normal and Model School students and pupils—amounting to $1,150—to which I called your attention on the 5th instant.

I have the honour to be Sir,
Your most obedient servant,
E. Ryerson.

The Honourable Alex. Mackenzie, M.P.,
Treasurer of the Province, Toronto.

House of Assembly,
(Copy). Feb. 12, 1872.
L. H. 2853.

Sir,—With reference to yours of to-day concerning Clerk of Sales' salary, I have to say that his salary on last year's Estimates was $250, but it was raised by your Council to $300 during the year, as I was informed by Dr. Hodgins. You will observe, therefore, that if there is a mistake it is not mine. I did not disturb the Order in Council arrangement, but placed the salary as there fixed. I made the memorandum on the margin of the copy brought by Mr. Hodgins, which has been in my possession ever since.

I have, &c.,
(Signed), A. Mackenzie.

Rev. Dr. Ryerson,
Chief Superintendent of Education,
Toronto.

I will reply to your private note as soon as I have time.

Department of Public Instruction for Ontario.

No. 2381, M. 3. Education Office,
Toronto, 14th February, 1872.

Sir,—I have the honour to state, in reply to your letter of the 12th instant, that in a letter from your predecessor (Hon. Mr. Wood), dated 24th of April last, he conveys the approval of the following scale of salaries of the subordinate officers in the Depository, viz.:—

1	Depository cashier and assistant clerk of libraries (Wilkinson)	$600
2	Despatch clerk (Barber)	400
3	Clerk of sales (Butler)	320
4	Packing room assistant (May)	125
5	Packer and messenger (Ditchburn)	320
		$1,765

It was in regard to the third young man (Mr. Butler) that I wrote to you on the 12th. His salary, as you see above, was fixed at $320.

I may also state that on the 11th July I addressed a letter to Mr. Wood, stating that the Council of Public Instruction had recommended for an increase of salary, among others in the Normal and Model Schools, of the following persons :—

The teacher of writing and book-keeping	$800
Second assistant in the girls' model school	450

These salaries were approved, as intimated to me in a letter from Mr. Wood, dated the 13th July, and they have been regularly paid to the parties ever since.

In the Estimates submitted, I did not recommend any increase to the salary of the second assistant, but I did, to the extent of $50, to the salary of the writing master and teacher of book-keeping. In the estimates submitted to the House, the first salary is reduced to $750, and the latter to $425.

It will be a great disappointment to these three persons to find their salaries reduced. I have no doubt that upon a few words of explanation being given, the House would consent at least to restore the three salaries named to those paid to the parties last year.

I have the honour to be, Sir,
Your most obedient servant,
(Signed). E. Ryerson.

The Honourable Alex. Mackenzie, M. P.,
Treasurer of the Province, Toronto.

Department of Public Instruction for Ontario.
Education Office,
(Copy.)
No. 2817, M. 3. Toronto, 20th Feby., 1872.

Sir,—I have the honour to request that, as usual, the account of the charges against the various Education Appropriations during January may shortly be sent to this office.

I have the honour to be, Sir,
Your most obedient servant,
(Signed), E. Ryerson.

The Honourable Alex. Mackenzie, M. P.,
Provincial Treasurer, Toronto.

(Copy.)
L. H. 3441.

Treasury Department, Ontario,
Toronto, Feb. 22nd, 1872.

Sir,—I have the honour to inform you that, as the books of this Department for any year are not opened, until the estimates for that year are finally passed, it was impossible to furnish the usual statement for last month.

I have, &c.,
(Signed,) Geo. Mathews,
Pro Treasurer.

Rev. Dr. Ryerson,
Chief Supt. Education, Toronto.

Toronto, February 21st., 1872.

My dear Sir,—I herewith enclose you all the information I have received (except the Resolution which you shewed me from Sarnia) in regard to the proceedings and sentiments teachers, respecting the subscriptions to the Superannuated Teachers' Fund. I enclose you a copy of a circular which I have addressed on a Post Office cent card to each of the County Inspectors, and I will let you know the result as soon as I get answers.

* * * * * *

Yours very faithfully,
E. Ryerson.

Hon. A. Mackenzie, M.P.

Copy of Circular sent to School Inspectors on Feb. 19th, 1872:—

"Please inform the Department without delay of the number of Petitions for and against the superannuation clause, also what is the state of feeling among teachers on the subject."

(Enclosure.)

Extract from a letter, received 13th Dec., 1871, from John Johnston, Esq., School Inspector, South Hastings.

"There was a petition sent to me, some time ago, by the secretary of the Provincial Association, asking me to get the teachers in my county to sign it, requesting the Legislature to repeal the clause referring to the Superannuation Fund; but instead of doing so, I got the teachers at our last convention to sign a counter petition, and they did so unanimously, and of their own free will after I had explained all about the Fund to them—the petition will be sent at once to our member, K. Graham. I started the teachers' convention spoken of some time ago, the object of which is to take up and show how the various subjects taught in our schools ought to be taught according to the improved or Normal method.

County of Leeds

(Enclosure.) LONG POINT, February 6th, 1872.

RESPECTED SIR,—I have to acknowledge receipt of circular requesting my attendance at a meeting of teachers for the purpose of organising a Teachers' Association.

I regret that a severe cold will prevent my compliance, otherwise nothing would afford me greater pleasure than to meet my sister and brother teachers, to assist, by my presence at least, in the furtherance of a purpose so laudable, and indeed necessary, as that for which they are to assemble. I have to request that my name be placed on the roll of membership, and let me assure my esteemed fellow teachers, that it will give me much pleasure to contribute my quota towards the necessary expenses.

I exceedingly regret the bitter opposition made to that clause of the new Act, anent the compulsory payment by male teachers to the Superannuation Fund. For my own part I felt grateful that this clause formed a part of the Act, and flattered myself that it was now worth one's while to be connected with the Fund, and little did I anticipate the rabid denunciations emanating from some of our Teachers' Associations. It has been denounced as tyrannical, but if it be so, then the Clergy of several religious bodies are subjected to a similar tyranny by enforced annual payments for the purpose of providing a small annuity when old age should incapacitate them for the active discharge of their clerical duties. The same is enacted in the Civil Service in Britain to the extent, in some instances, as stated by Dr. Ryerson, of a deduction of from one to five per cent. from the annual salaries of clerks and others in the Government offices. The same holds true of the Bank of England. In that great institution all the clerks are subjected to the *terrible tyranny* of having a certain portion of their salaries retained, in the shape of an enforced annual contribution, for the purpose of providing the means of giving a retiring allowance to all those entitled thereto by length of service, old age or other cause.

I cannot help remarking that I was greatly pained on reading the proceedings of the *Ontario Teachers' Association*, as reported in the September issue of the *Journal of Education*. One speaker, in denouncing the Superannuation Fund, declares that "the Legislature did not *dare to impose it upon Grammar School teachers.*" I presume the reason why they were not included was, that, as a general rule, they have much larger salaries than the generality of Public School teachers, and therefore were considered as much better able to provide *against a rainy day*—rather than any fear or dread of something direful to happen should they be included. Another speaker calls it unjust, but where the injustice lies I am puzzled to conjecture. On reference to the dictionary, I find the word to mean "con-

trary to equity &c." but what I would ask, is there either iniquitous, or contrary to equity in the enforced payment of the small sum of four dollars per annum for the generous and noble purpose of cheering the declining years of the *aged teacher* who has grown grey in the service, and "borne the heat" and burden of the day—at a time too when the bulk of the people were poor and salaries proportionably small and inadequate.

I have used the word *aged*, but who has a guarantee that he will live to come under that category? May not accident or disease supervene to render a teacher unfit to discharge the duties of his calling, or of any other calling, years before he can have acquired even a very moderate competency, and what then? Why he must either fall back for support upon relations, and they perhaps as poor as himself, or become a pauper, dependent upon eleemosynary aid; but with a fund such as the one in question, supplemented as it is by Legislative assistance, the contingency would be provided for, in a small way at least, to the extent of realizing the Scripture promise "your bread shall be given you and your water shall be sure." Indeed I cannot help being forced to the conclusion that the man who can characterize this merciful provision of the law as *tyrannical* or *unjust* must be as destitute of feeling as he is of magnanimity—Unjust indeed! why instead of stigmatizing it in the manner referred to, every male teacher in the Province should be grateful for its enactment, and in this expression of gratitude Dr. Ryerson should not be overlooked. He, of all men, merits the gratitude of teachers, and not of teachers only, but of the whole Province That eminent man can afford to be sneered at, and to have his Herculean labours in the cause of education underrated by snobbish teachers and a few adverse journalists; but it requires not the gift of prophecy to predict that his name and fame, connected with the educational institutions of his native and beloved Canada, will live and be green, when those of his detractors will have passed into merited oblivion. I am no Methodist, but my maxim has ever been "Honour to whom honour is due." My admiration of the man is irrespective of sect or party. I would admire him none the less were he a Jew, nor would I admire him a whit the more were he a Churchman, which I am myself.

I was going to conclude here, but it just strikes me that the unanimity, with which this *obnoxious* clause has been condemned by some Teachers' Associations, is of itself, in the estimation of many, *prima facie* evidence of its *tyranny* and injustice. I am not quite sure of that, but on the contrary, am inclined to think that the unanimity is more *apparent* than *real*. Indeed, I feel almost certain that were the Province canvassed, and every male teacher individually interviewed, and no external pressure made to bear, whether from noisy demagogues, magniloquent convention orators, or adverse Inspectors (of whom it is said there are not a few) by far the greater portion of the whole would gratefully express their adhesion to the scheme, instead of saying, as did one of the speakers at the convention referred to, "teachers should be paid well enough to enable them to provide for old age. He regarded it as *degrading* to himself to accept the *miserable pittance* which this clause provided for." These are strong, very strong words, but are they words wisely spoken? There is an old Scotch proverb which says "the King may come in the cadger's road." The moral is obvious.

I have to apologize for troubling you with this long rigmarole, and would have not presumed to do so, were it not that the blank forms of the service and the Annual Reports came to hand, enveloped with what purported to be a copy of an intended petition to the Legislature for the repeal of that clause of the New School Act relative to the Pension Fund, and I therefore conceived that you had a right to expect that I would communicate my mind to you on the subject. I have done so, but not, I fear, in such a manner, especially as to execution, as to meet with your approval.

I have the honour to be,

Respected Sir,

Your most obedient servant,

(Sd.) DUNCAN CAMERON HORNE.

W. R. Bigg, Esquire, &c. &c. &c.

(Enclosure.)

SCHEDULE OF PETITIONS presented to the Legislative Assembly in favour of the Superannuated Teacher Fund.

Votes and Proceedings No.	Date.	Names.	Number of petitions.
7 : 10	Dec. 15, '71	John Johnstone and others, praying that the School Act be kept intact as to the Superannuation of School Teachers ...	1
12	Dec. 22, '71	W. C. Parkhill and others, also of John Dowswell and others, all of Ontario, praying that the Superannuated Clauses of the School Act may not be repealed	2
'17	Jan. 24, '72.	James H. Wilson and others, Public School Teachers of Ontario, praying that *no* alteration be made in the law respecting the Superannuated Teachers' Fund	1
19	Jan. 26, '72	John Sutton and others, Public School Teachers, praying that *no* alteration be made in the Law respecting Superannuated Teachers' Fund	1
20	Jan. 29, '72	R. E. Canfield and others, same as above	1
21	" 30, '72	G. W. Sheldon and others, same as above	1
22	" 31, '72	Joseph C. Ward and others, same as above	1
24	Feb. 2, '72	Donald McColl, and others, the same as above	1

CONTRA.—On the 31st of January and 8th of February, petitions were presented praying for the repeal of the "Superannuation Tax."

MEM.—On the 30th, 31st. of January, 1st, 5th and 9th of February, petitions were presented to the House, praying "That the Department of Education be instructed to furnish maps, &c., to poor schools."

(Copy.)
L. H. 3401.

TREASURY DEPARTMENT, ONTARIO,
Toronto, February 22, 1872.

SIR,—I am directed by the Honourable the Treasurer to inform you that the Treasurer of the County of York has on hand a balance of eighty dollars, unexpended on account of High Schools, which he has been directed to refund to this Department, it not appearing to be due on account of that service. I have, therefore, to request that you will inform me why that amount was certified to be due over and above the proper amount that should have been certified as payable to that county. The Treasurer has been informed that you directed the Treasurer of the County of York to pay that amount over to the Treasurer of the County of Simcoe, a proceeding which could not be sanctioned by the Department. You will also be good enough to state why such a direction should be given without the consent of the Treasurer.

I have, &c.,
(Signed,) GEO. MATHEWS.

J. G. Hodgins, Esq., LL.D.
Deputy Superintendent of Education, Toronto.

(Copy).
No 3094, M 3.

DEPARTMENT OF PUBLIC INSTRUCTION FOR ONTARIO.
EDUCATION OFFICE.
Toronto 23rd February, 1872.

SIR,—I have the honour to state, in reply to Mr. Mathew's letter of the 22nd instant, that at the close of each half year this Department certifies to the Treasury the sums payable to all the High Schools in each County in the Province. At the close of the first half year of 1871, the amount thus certified (after having examined and approved of the High School reports sent in) for the County of York, was $1,150. At the end of the year the whole of the reports for the preceding six months had not been received, but we had sufficient evidence in the Department to warrant us in certifying for payment to the County of York, a sum at least equal to about two thirds of this amount (knowing as we did, how

anxious the masters were to receive at least a portion of their salaries during the holidays)—but leaving the other one-third to be certified when all the returns had been received and examined. We also knew that if we did not thus provide the County Treasurer with funds, the grant though earned and payable in part would lapse, and the masters would seriously suffer in consequence, as a new grant might not be available for some time.

When the reports did all come in and were examined, it was found that owing to an unexpected falling off in the attendance at the Schools of the County of York they were only entitled to $720, instead of $800 as we had certified, or $1,150, as at the close of the previous half year, while the adjoining County of Simcoe was entitled to more than we had certified. The balance of $80 we, therefore, wished simply to transfer to Simcoe, as it had been earned there and had been paid by the Treasury, and would lapse unless expended as proposed. As soon as the transfer had been completed we intended to report it to your Department, so as to keep the apportionments correct. Of course, as now requested, the consent of the Treasurer will hereafter be obtained for such transfers, should they be necessary.

I have, therefore, respectfully to request that the transfer be made as proposed, as the amount is due and payable to the County of Simcoe for the service of 1871.

I have the honour to be, Sir,
Your most obedient servant,
(Signed) E. Ryerson.

The Honourable Alex. Mackenzie, M. P.,
Treasurer of the Province, Toronto.

(Copy),
No. 3343. M. 3.

Education Office,
Toronto, 27th February, 1872.

Sir,—I have the honour to state, in reference to the recent conversation which I had with you in regard to the Superannuation clause of the School Act, that I addressed a circular, hereto appended, on the subject to the various County Inspectors. In reply to that circular [up to this date] the Inspectors of the Counties of Essex (No. 1), Lambton (No. 1), Oxford, Perth, Brant, Norfolk, Haldimand, Halton, N. Simcoe, N. York, Prince Edward, Frontenac, Lennox, Addington, Leeds, Carleton, Stormont, Prescott and Russell report that, so far as they know, no petitions for or against the Superannuation clause have received any signatures in those Counties. The Inspectors of the other Counties report as follows: Kent—one petition for and one against the clause. Huron—one against and one for the Fund. Bruce—nine out of every ten are in favour of the clause. Wellington—(1st and 2nd divisions) one for and one against. Waterloo—no certain information. Lincoln—three against, none for. Welland—eight for, none against. Peel—three against, none for. Ontario—seventy out of seventy-six teachers signed petitions in favour of the clause. Northumberland—one for and one against. Hastings—eighty teachers, or nearly all, signed petitions in favour of the clause. As to the state of feeling upon the subject among teachers, nearly all the Inspectors report a great diversity of opinion on the subject—others report mere passiveness and the remainder (such as Waterloo, Oxford, Middlesex and Peel) strong objection to the clause. In the case of Lambton, Ontario, Perth and South Hastings an almost unanimous expression of opinion has been given in favour of the clause as it now stands. In regard to the *classes* of Teachers opposed to, or in favour of the clause, the Inspectors almost invariably report the former to be "those who do not intend to continue long in the profession of School Teaching." "Young men who intend to teach only until they can secure money sufficient to carry them through College or into something else,"—"persons who intend to make teaching a stepping-stone to something else." "Those who look more at the money than the principle involved." "Those who have received incorrect or partial information on the subject,"—those "who are opposed to compulsion in every form," and those "who oppose the scheme on various grounds." The great mass of the Teachers are, however, either passive in the matter, or, having been for some time in the profession, are strongly in favour of it and hope some day to derive advantage from it. As to the grounds of objection to the distribution of the fund (as now authorized by law) which have been urged by very many earnest and faithful Teachers, I entirely sympathize, and would gladly see the law modified so as to meet their reason-

able wishes. These Teachers object to the present scheme, chiefly on the following grounds: 1st. That Teachers must be "worn out" before they can receive any aid from the fund. As one Inspector remarks "many of the best and most devoted Teachers look forward to a time when the work and worry of the school-room will be over, and they hope that their withdrawal from the profession may take place, at all events a few years *before* they are incapacitated by infirmity, and unable to teach a school any longer. Like the merchant, the mariner and others, they hope for retirement while health and the capacity for enjoying retirement remain. Many of them would rather die in harness than confess themselves incapable of doing a day's work. The feeling is not unknown to many of the best men in other professions when they begin to grow old." 2nd. The second reasonable ground for objection is the *uncertainty of the amount* of the pension payable for each year's service. For some years the state of the fund has been such that I have only been able to apportion from one to two dollars for each year's service; last year the amount was only two dollars a year; but this year (out of the $12,500 which I took the liberty to recommend being placed in the Estimates for this service) I shall be able to apportion at the rate of about four dollars for each year's service. If the Teachers, who become superannuated, could *rely* upon the maximum fixed by law many years ago, (viz., six dollars for each year's service), I think they would be satisfied. It is the continual fluctuation in the amount payable to them which has reasonably caused much discontent. In regard to the first ground of complaint which has been urged, I would recommend a fixed age to be determined at which every teacher who has subscribed to the fund should have a right to retire and receive a pension. A sliding scale of allowance might also be fixed definite in amount and not liable, under any circumstances, to fluctuation. The basis to be adopted might be that fixed in the Superannuation Act of the Civil Service, as used by the Parliament of the Dominion. In regard to the objection against compulsory payment to the fund, I need only remark that it is a principle invariably incorporated into every pension scheme which has been adopted either in the Civil Service in various countries, or among different religious bodies everywhere. I hereto append a copy of the Circular card sent to each Inspector asking for this information. Should you desire it, the replies received will be enclosed for your perusal.

I have &c,

(Signed) E. R.

The Honourable A. Mackenzie, M. P.
Treasurer of the Province, Toronto.

(Enclosure.)

Copy of Postal Card sent to Inspectors, 19th February, 1872.

"Please inform Department without delay of the number of petitions for and against the Superannuation Clause; also what is the present state of feeling among Teachers on the subject."

PART III.—CORRESPONDENCE WITH THE PROVINCIAL SECRETARY.

(Copy.)

Provincial Secretary's Office,
Toronto, 3rd January, 1872.

Sir,—I have the honour to transmit herewith a certified copy of a Minute of Council approved of by His Excellency the Lieutenant Governor on the 4th December, 1871, conferring upon the High Schools in Galt, Hamilton, Peterborough and Cobourg the title and

privileges of Collegiate Institutes, and authorizing the payment to them of $750 per annum, as provided by the forty-first section of the "Common and Grammar School Act."

I have the honour to be, Sir,
Your obedient servant,
(Signed) PETER GOW,
Secretary.

Rev. Dr. Ryerson,
Chief Superintendent of Education, Toronto.

(Copy.)
No. 636, M. 3.

EDUCATION OFFICE.
Toronto, 16th January, 1872.

SIR,—I have the honour to state, for the information of His Excellency the Lieutenant Governor in Council, that the High Schools in St. Catharines and Kingston have each four masters, fully employed in teaching the subjects of the prescribed curriculum for High Schools, and an average daily attendance of upwards of 60 male pupils studying the Latin or Greek languages, and are, therefore, entitled to have the name and privileges of Collegiate Institute conferred upon them by His Excellency, as provided by the 41st section of the new School Act, 33 Vic., chap. 34.

I, therefore, respectfully request that the Lieutenant Governor in Council will be pleased to confer upon each of the above mentioned High Schools the title of Collegiate Institute, and authorize the payment of the sum of, *at the rate* of $750 per annum, as provided for by the said 41st section of the Act referred to.

I have, &c.,
(Signed,) E. RYERSON.

The Hon. Peter Gow, M.P.P.,
Provincial Secretary.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 18th January, 1872.

SIR,—I have the honour to acknowledge the receipt of your letter of 16th instant, recommending that the title of Collegiate Institute be conferred on the St. Catharines and Kingston High Schools, and to inform you that the subject will be submitted to His Excellency the Lieutenant Governor.

I have, &c.,
(Signed,) THOMAS C. PATTESON,
Assistant Secretary.

The Rev. E. Ryerson,
&c., &c.

(Copy.)
No. 1085, M. 3.

EDUCATION OFFICE,
Toronto, 24th January, 1872.

SIR,—I have the honour to state that this Department having been furnished with satisfactory evidence that various parties interested in the establishment of a High School at Mitchell, in the County of Perth, will comply with the requirements of the High School law and regulations in that behalf, I would respectfully recommend that His Excellency in Council will be pleased to authorize the establishment of a High School at Mitchell, as requested.

I have, &c.,
(Signed,) E. RYERSON.

The Hon. Peter Gow, M.P.P.
Provincial Secretary.

PROVINCIAL SECRETARY'S OFFICE,
January 26th, 1872.

SIR,—With reference to your recommendation that the High Schools at St. Catharines and Kingston be dignified with the title of Collegiate Institute, I have the honour now to inform you that an Order in Council has been passed giving effect to your recommendation, due notice of which will be found in the next issue of the *Ontario Gazette*.

I have the honour to be, Sir,
Your most obedient servant,
T. C. PATTESON,
Asst. Secretary.

The Rev. the Chief Supt. Education, Toronto.

(Copy.—Enclosure.)

Copy of a Minute of Council approved by His Excellency the Lieutenant Governor, the 24th January, 1872.

The Committee of Council have had under their consideration the Report of the Reverend Dr. Ryerson, Superintendent of Education, dated 17th January, 1872, stating that the High Schools in St. Catharines and Kingston have each four masters, fully employed in teaching the subjects of the prescribed curriculum for High Schools, and an average daily attendance of upwards of sixty male pupils studying the Latin or Greek languages, and requesting that Your Excellency would be pleased to confer upon each of the above mentioned High Schools the title of Collegiate Institute, and authorize the payment of the sum at the rate of seven hundred and fifty dollars per annum, as provided for by 34 Vic., cap. 33, section 41, and the recommendation of the Attorney General in respect thereof.

The Committee advise that the said title be conferred upon each of the said High Schools, and such payment authorized by Your Excellency.

Certified,
(Signed,) J. G. SCOTT,
C. E. C.

Executive Council Chamber,
25th January, 1872.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE.
Toronto, 26th January, 1872.

SIR,—I have the honour to acknowledge the receipt of your letter of 24th instant, recommending the establishment of a High School at Mitchell, and to inform you that the subject will be submitted to His Excellency the Lieutenant Governor.

I have, &c.,
THOS. C. PATTESON,
Assistant Secretary.

The Rev. E. Ryerson,
&c., &c.

(Copy.)

No. 1183, M. 3.

EDUCATION OFFICE,
Toronto, 26th Jany., 1872.

SIR,—I have the honour to state that the Parliamentary Printer, having reported that the whole edition of 2,000 copies of my late Report, which you laid before the House of Assembly on Friday last, has been taken by the Government, I have not a single copy to keep in the office, or to send to the School Trustees—the American State Superintendents (in exchange for theirs), or to England, &c.

As an edition of 5,000 copies of the Report has always been printed, and at least 3,000 or 4,000 of them sent to this Department for distribution, I respectfully request that at least 500 copies of the 2,000 of this year's Report be placed at my disposal, as I am under obligation to send some abroad, in exchange for similar Reports received by the Department. Besides, each Inspector should be furnished with a complete copy of the Report.

I have had copies of the *first* part merely of the Report printed, to send to the rural Trustees, but I have none to send to Inspectors, Boards of Trustees of High Schools, or Public Schools throughout the Province.

I have, &c.,
(Signed,) E. Ryerson.

The Honourable Peter Gow, M.P.P.

Provincial Secretary's Office,
Toronto, 30th January, 1872.

Sir,—I have the honour to transmit herewith a copy of a resolution of the Legislative Assembly, and to request you to be good enough to furnish, through this Department, the information required at your earliest convenience.

I have the honour to be, Sir,
Your obedient servant,
Thos. C. Patteson,
Asst. Secretary.

Resolved, That an humble address be presented to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before this House, copies of all regulations issued by the Council of Public Instruction respecting Public Schools, now in force; a list of the persons to whom the Council granted certificates; a Statement of the results in detail of the late examination for certificates of qualification of School Teachers; copies of the Minutes of the Council of Public Instruction for the years 1867, 1868, 1869, 1870 and 1871, and copies of the programme of studies prescribed for Public Schools and High Schools.

Rev. Dr. Ryerson,
Chief Superintendent of Education,
Toronto.

(Copy.)

No. 1486, M. 3.

Education Office,
Toronto, 3rd Jany., 1872.

Sir,—I have the honour to acknowledge the receipt of your letter of the 30th instant, requesting me to furnish the information required by a resolution of the Legislative Assembly, which you enclose.

It will take some time to get transcribed "the Minutes of the Council of Public Instruction for the years 1867, 1868, 1869, 1870 and 1871," "and a list of the persons to whom the Council has granted certificates; and especially a statement in detail of the late examinations for certificates of qualification of School Teachers," as I must get this information from County Inspectors, not having the whole of it yet in the Department.

But as we have in print all the "Regulations issued by the Council of Public Instruction respecting Public Schools now in force, and also copies of the Programmes of studies prescribed for Public and High Schools," I herewith send them to you without delay. And in a supplementary return, I will transmit the other information desired as soon as I can obtain and prepare it.

In transmitting the accompanying copies of Regulations and Programmes, I think it but just to remark, that they were not made *obligatory* but *recommendatory*, during the year 1871. It was felt by other members of the Council of Public Instruction, as well as by myself, that in so important a step and difficult a work, that it was desirable to have the "Regulations" and "Programmes" made public and tested, and get the result of the trial and discussions on the subject from County Public School Inspectors, and other sources, before finally revising and making obligatory and permanent the Regulations and Programmes, as far as the Public and High Schools were concerned.

In preparing the Regulations and Programmes, the doings of other educating countries on the same subjects, as also the experiences of our own, were consulted and considered, and likewise what appeared to be our present and probable future educational wants; but it was

thought most prudent not to have the Regulations and Programmes printed in a permanent official form, but merely in the *Journal of Education*, until the current year.

I do not understand the resolution of the Legislative Assembly to include copies of my own official circulars and instructions to County Inspectors, and Municipal Councils, and High and Public School Trustees, in regard to these Regulations and Programmes, and I do not therefore include them in the accompanying return; but the exposition of the Regulations and Programmes of studies, together with the School Law, will be found in my last annual School Report.

I have, &c.,

(Signed,) E. Ryerson.

Thomas C. Patteson, Esq.,
Asst. Prov. Secy., &c., &c.

(Copy.)

Provincial Secretary's Office,
Toronto, 31st Jany., 1872.

Sir,—I am directed to say, in reply to the letter accompanying your return in part to an address of the House calling for information from the Education Office, that the Government does not understand the address to cover the information alluded to in the last paragraph of your letter.

I have, &c.,

(Signed,) T. C. Patteson,
Asst. Secretary.

The Reverend Dr. Ryerson, &c., &c.

(Copy.)
131.

Provincial Secretary's Office,
Toronto, 1st Feby., 1872.

Sir,—With regard to your letter of 26th ultimo, I append hereto a copy of a report received to-day from the Honourable the Treasurer.

I have, &c.,

(Signed,) Peter Gow.
Secretary.

The Reverend Dr. Ryerson, &c., &c.

(See No. 35, Part II. of this Correspondence.)

(Copy.)

Treasury Department, Ontario,
Toronto, January 31st, 1872.

Sir,—With reference to the letter of Dr. Ryerson, complaining of not receiving any copies of the Education Report laid before Parliament, I have to state that the Education Office was duly informed in writing by the Printers, that they had orders to print 2,000 copies, and to send such copies to the Legislative Assembly. The Printers expected that an order for additional copies would be sent there from Dr. Ryerson's office. No such order was sent, and consequently the type was distributed. 4,500 copies of the Report of Dr. Ryerson were printed for him and sent to his Department, but no demand was made for the other.

Seventy-five copies only are left. These are transmitted herewith to your office.

I have, &c.,

(Signed,) A. Mackenzie.

The Hon. P. Gow.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 9th February, 1872.

SIR,—I have the honour to transmit herewith a copy of a resolution of the Legislative Assembly, and to request you to be good enough to furnish, through this Department, the information required (as far as relates to your office) at your earliest convenience.

I have the honour to be, Sir,
Your obedient servant,
I. R. ECKART.
Acting Asst. Secretary,

Revd. E. Ryerson,
Chief Superintendent of Education, Toronto.

Resolved, That an humble Address be presented to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before this House, a Return showing the names of all the employees of the several Government offices; also of this House; the date of their employment, whether permanent or temporary; also the salary or fees paid each of such employees.

(Copy.)
No. 2287, M 3.

EDUCATION OFFICE,
Toronto, 12th Feby., 1872.

SIR,—I have the honour, in reply to your letter of the 9th instant, to enclose herewith the information asked for by the House of Assembly, in regard to public employees, so far as this Department is concerned. I also append a short explanatory sketch of the duties performed by them in the various branches of the Department.

I have, &c.,
(Signed,) E. RYERSON.

I. R. Eckart, Esq.,
Prov. Secy's. Office, &c., &c.

(Enclosure.)

STATEMENT of the Dates of appointment, Names and Employees of the Education Department.

DATE OF APPOINTMENT.	NAME.
1844	Rev. Egerton Ryerson, D.D., LL.D.
1844	John George Hodgins, LL.D., Barrister-at-Law.
1854	Alexander Marling, LL.B.
1856	Francis Joseph Taylor.
1859	John T. R. Stinson.
1863	William H Atkinson.
1870	Robert R. Manners.
1869	D'Arcy B. Heath.
1858	James Moore (Vacant).
	DEPOSITORY.
1853	Samuel P. May, M.D.
1866	Henry M. Wilkinson.
1868	George Barber.
1870	E. W. D. Butler.
1868	Robert J. Bryce.
1871	Samuel A. May.
1871	Arthur Ditchburn (Vacant).
1868	William Lemon.

There are no temporary appointments, nor any fees received.

OFFICES, and SALARIES of the several offices for Ontario, 1871.

OFFICE.	SALARY.
Chief Superintendent of Education	$4,000
Deputy Superintendent and Editor of Journal of Education, Deputy	2,200
Editor	400
Chief Clerk and Accountant	1,600
Clerk of Statistics	1,200
Clerk of Records	1,000
Clerk of Correspondence	900
Assistant-Clerk of Correspondence	500
General Assistant-Clerk	200
Junior Clerk	
Messenger, and Cleaning, with Residence	413
Clerk of Libraries	1,200
Depository Cashier, and Assistant-Clerk of Libraries	600
Despatch Clerk	400
Clerk of Sales	320
Assistant in Depository	160
Packing Room Assistant	125
Junior Clerk	
Packer and Messenger	320
Labourer	280

Education Office, 10th February, 1872.

DEPARTMENT OF PUBLIC INSTRUCTION FOR ONTARIO.

No. 1, DUTIES OF THE DEPARTMENT.

When the present school system was first established, the duties of the Education Office were light, as the municipalities and school officers and schools were less than half the number that they now are; there was no auditing of school accounts from them, no payment of moneys to them through this office, no *Journal of Education*, no Provincial, Normal and Model Schools, no provision for supplying municipalities and school sections with text books, maps, apparatus, prize books and libraries; no Superannuated Teachers' Fund, no Board of Examiners, no Educational Museum; the Grammar (now High) Schools did not report, or receive inspection through the Department, and the Separate Schools were not individually dealt with by it. The correspondence of the office at first amounted to less than 500 letters per annum. Since that time its duties have so increased, that it has been found necessary to divide the Department into several branches,—in each of which more labour is required than in the whole office before 1850. The School Act of 1850 more than doubled the duties of the Department; and those duties have been much increased by the amended Grammar (now High), Common (now Public), and Separate School Acts, as well as by the progress of the school system and the growing interest of the country in the advancement of education and knowledge. The last Grammar (now High) School Act necessitated a close examination of Grammar (now High) School Returns and Meteorological Reports, involving much additional time and labour. Some idea may be formed of this increase from the fact that in 1850 the number of letters received amounted to 1,180; in 1871 it was 12,495. In 1850, the number of letters sent out from the Department was 720 in 1871 it was 13,358. Since 1850 there has therefore been an increase of nearly 1100 per cent in the number of letters received, and of nearly 1800 per cent in the number of letters sent out by the Department; and this increase in the *correspondence* is but a fair indication of the increased labour in the other branches. The several branches into which the Department has been divided, are as follows:—

1. *Council of Public Instruction:*—This branch includes the general duties of the Council, as defined by statute; its meetings; all matters connected with the Normal and Model Schools, such as their supervision, the appointments of masters and teachers, and servants; the auditing and payments of salaries and accounts; the admission of students and pupils, the care, furnishing and repairs to the buildings (which have been planned, erected and completed since 1850); the care and culture of the grounds—a square of nearly eight acres. The books, stationery, etc., for the students in the Normal School, (varying from 100 to 250) and for the 350 pupils in the Model Schools, are supplied upon written requisitions from the Head Master of the Normal School, and approved in writing by the Chief Superintendent. The requisitions are numbered and filed, as the authority for anything done or procured, under the general or special orders of the Council, by whom also all the regulations respecting the establishment and government of the Common and Grammar Schools, and Public Libraries throughout Ontario, are sanctioned, and the text-books used in the Schools, and the books for the Public Libraries, are authorized. The law requires the Chief Superintendent to prepare these regulations, and all other matters for the consideration of the Council, to conduct all its correspondence and execute its orders. The Chief Clerk in the Education Office is also the Recording Clerk of the Council, and keeps the minutes, and the accounts of all moneys received and expended by it.

2. *Map and School Apparatus Depository:*—This branch includes the providing of the Normal and Model Schools with text-books and stationery; the purchase of maps, globes and all descriptions of school apparatus for the schools throughout Ontario, and the correspondence relating thereto. These articles had been furnished to the schools to the amount (including also books for Public Libraries and Prizes) of $569,669, up to 31st December, 1871. The collection of school apparatus in this Depository is the most extensive in America, if not in Europe; so much so, that a partner of a large Scotch publishing house procured specimens of school requisites to the amount of about $40, in order to reproduce them in Edinburgh; and the Secretary of the Board of Education for State of Massachusetts purchased articles to amount of nearly two hundred dollars for the Education office in Boston, as specimens for the schools in the State of Massachusetts. Charts and object lessons, of about the same value, have also been obtained at our depository for the purpose of introducing object teaching in the Normal and other schools at Oswego and other American towns. During the year 1854, at the suggestion, and under the revision of this department, three large maps of British North America were undertaken—one in New York; one in Edinburgh, by Messrs. W. & A. Keith Johnston, Geographers to the Queen; and one in London by the Messrs. Smith, publishers of the Irish National School Maps. These British maps of Canada and the Eastern Provinces were of the same size and style with the Johnston and National series of large maps of Europe, Asia, and included our latest county and township divisions, lines of railroad, etc. The proofs of those beautiful maps were corrected in this office; and they were published and largely circulated—thus presenting for the first time to the British public (besides providing for the schools both in England and in Canada) maps of the present Dominion of Canada on a large scale, and also complete and comprehensive in detail. But it has always been an object kept in view to encourage the home manufacture of school apparatus of all kinds; and now by far the greater portion of these articles is the production of the Canadian maker, the maps being drawn and the patterns furnished by this office.*

*The following is a list of these articles of home manufacture now being made in this Province, chiefly in Toronto:—*Departmental Maps:*—(1). British North America, including Ontario, Quebec, Nova Scotia, New Brunswick, Prince Edward Island, Newfoundland, B. Columbia, etc.—size, 3 feet 10½ in. x 5 feet 4 in. (2). The World; (3). Europe; (4). Asia; (5). Africa; (6). America; (7). British Isles; (8). United States; (9). Palestine;—each 5 feet 5 in. x 4 feet 4 in.; (10). Canada; (11). Europe; (12). Asia; (13). Africa; (14). America—each 4 feet 2 in. x 3 feet 6 in. *Globes:*—(1). Three inch Hemisphere globe, (hinged), (2). Six inch Semi-frame, large stand; (3). Six inch globe, walnut stand; (4). Twelve inch globe, low stand, with quadrant and compass; Twelve inch globe, with high stand; (5). Eighteen inch globe, with high stand; Eighteen inch globe, with low stand; (6). Thirty inch globe, low stand, with quadrant; (7). Solar Telluric globe, with metal stand and frame. *Apparatus:*—Canadian School Planetarium (Solar System), high stand; Ditto, low stand; The Tellurian, for illustrating the various phenomena resulting from the relations of the Sun, Moon, and Earth to each other on wood stand and sun coloured; Air Pump, barrel 7½ by 2 inches, plate 8 inches; basement walnut, well finished; Air Pump barrel, 7 by 1½ inches, ditto, plate, 6 inches; Hemispherical Cups, with stop cocks, handles and stand; Electrical Machine, plate 12 inches, prime conductor 12 by 3 inches, insulated crank, and in every respect well finished; Electrical Discharger, large glass handle; Mechanical Powers, cherry frame, with four sets of brass pulleys, with silk

This Depository includes about 1,000 different kinds of maps, charts cheap and beautiful apparatus, (to illustrate elementary instruction in different branches of Natural History, Chemistry, Natural Philosophy, Geometry, etc.,) which have been obtained from London, Edinburgh, Glasgow, Paris, Boston, New York, Philadelphia, and other places and the collection of which has cost much time and labour. But, as in the case of the maps, as well as school seats and desks, these articles are now principally manufactured in this country.

3. *Public Library and Prize-Depository:*—This branch includes the procuring and providing of books for the Public Libraries and school prizes, with catalogues regulations and correspondence relating to them. Nearly 4,000 *different works* are contained in the catalogue, the selection and examination of which, for the sanction of the Council of Public Instruction, and arrangements for procuring which, from more than sixty publishers in Great Britain and the United States, have involved a great amount of time and labour during many years. There were 60,204 volumes of prize books supplied to municipalities and school sections, during the twelve months ending December, 1871, and 4,825 for Public Libraries—total 65,029. And from the commencement of the operation of the Depository, 563,653 volumes have been sent for prizes and 247,497 for libraries—total, 811,150. To obtain and keep up the necessary supply of books orders for them must be made up and sent off from month to month, the payments made and the books, when received, must be examined by the invoices, and deposited in their respective places. When an application is received from a municipal or school corporation, the list of the books desired, or request that books to a certain amount be selected for them, the books desired or selected are marked on the margin of the printed general catalogue, one copy of which is used and retained in the department for each library; on the outside of this catalogue are entered—the name of the municipal corporation, the number of the library, the amount of the local appropriation and government apportionment, the value of the selection made by the local authorities, together with such other entries as may be required, such as the address of the party to whom the library is to be sent, dates and numbers of letters, relating to the library, etc. After having been examined by the Deputy Superintendent, and such additions made to the selection of books, as will cover the amount of the library desired, the books are selected, checked and packed in boxes, together with the necessary quantity of labels and wrapping paper for covers for the books sent. From this checked catalogue, the invoice is made out and sent to the corporation for whom the library is intended, together with the shipper's, or carrier's receipt of the boxes delivered. Under the system adopted in the Depositories, the person making a purchase attests the record of the transaction by his signature, so that vouchers are kept for receipts as well as for payments, and this has been the practice of the Department since 1851. The Cashier gives his receipt for all moneys daily paid over to him, and he deposits the cash in the Bank to the credit of the Province.

The pecuniary advantage of this system of libraries to the country may be conceived, when it is considered not only how great a variety of useful books are introduced and made accessible to all parts of the Province, which were never before brought into the country, but that these books have been purchased on most favourable terms, and are so supplied, and that the entire expense of management, including transportation, packing, printing, fuel, salaries, insurance, and all contingencies, has not exceeded twenty per cent on the sums paid for the books and apparatus.

4. *Educational Museum and Library.*—The collection and arrangement of specimens of painting, statuary, engravings, photographs, and other objects of art, and of school apparatus

cord, two sets of brass weights, simple and compound levers, wheel and axle, screw and lever with nut, screw as an inclined plane, wedge in sections, inclined plane with arc and binding screw carriage, ship's capstan etc., complete; Ditto, ditto, smaller set. Set of twenty Geometrical Forms and Arithmetical Solids, containing blocks to demonstrate the carpenter's theorem, that the square of the hypothenuse equals the sum of the squares of the other two sides; Flat black-board Brush, of lamb's wool, with handles on the top; Archimedes Screw Pump, with stand and cistern; Centrifugal Machine, mahogany frame, with brass geared wheels, also eight illustrations of centrifugal forces; of the cause of bodies revolving on their smallest diameter, of the flattening of the poles, etc.; Pointers (long and short), for Globe and Black-board Teaching; Dissected Cube Root Block, in box, for illustrating square and cube roots, but especially the latter; Cone, with sections, in boxwood, pinned; Insulating Stool, polished wooden top 13 inches by 11 inches, four massive glass legs; Numeral Frame (Abacus), various sizes; Non-Evaporating Ink Wells metal; Common Ink Wells, with iron covers; Over and Undershot Water Wheels; Canadian Rotary Map Stand, mounted on castors; Map Case, for hanging on a wall. *Charts:*—Macallum's Chart of Natural History; Robertson's Chronological Chart; Browne's Geometrical Diagrams; Merritt's Historic Chart of British North America

for public exhibition is an important feature of the operations of the Department for some years past, and with results now of great value. The formation of a Library, in which special attention is devoted to works on Education, Educational Reports from various parts of the world, Educational Text Books, Parliamentary Records and original works bearing on the history of the British North American Provinces, has been steadily progressing.

5. *Education Office.*—This is of course, the Executive of the whole Department, not only embracing the management of each of the others, but including the general administration of the Public and High School Laws; explanations to Councils, Inspectors, Trustees, Teachers and others, on doubtful points of law and modes of proceeding; decisions on appeals and complaints; auditing School Accounts; oversight of Normal and Model Schools; notification of payments to Provincial Treasurer, and accounting for all Legislative Grants for Public and High Schools, Separate Schools and Superannuated Teachers; the assorting and despatch of 60,000 Examination papers to the different Boards of Examiners; furnishing annotated editions of the School Laws Teacher's Registers, blank Reports and Returns for Trustees, Boards of Examiners, School Inspectors, Clerks and Treasurers of Municipalities (involving an immense amount of labour), and the *Journal of Education* (besides editing it), to each School Inspector, School Corporation, &c., in Ontario; examination of applications from poor School Sections in new Townships, the apportionment and payment of Special Grant to them; the same in regard to Superannuated Teachers; the preparation of the General Annual Report, the printing and sending out upwards of 4,000 copies of it to Municipal Councils, Inspectors and School Corporations; general correspondence relating to the promotion of education; giving proper attention and explanations to many visitors from all parts of Canada and from other countries, who wish to ascertain and witness the departmental management, and the arrangements which have been made for supplying the educational wants of the country by means of the Depositories, as well as the methods of instruction in the Normal and Model Schools.

Some portions of the work of this branch of the Department, thus summarily stated, require much discrimination and work. Such, for example, as the apportionment and notification of payment of the various grants, after a careful scrutiny of the returns of the attendance, &c., compiling the Annual Report from the returns of nearly 800 School Reports, and a comparison of these with the accounts of 500 School Municipalities and Corporations, each of which requires examination and revision in order to compile the Chief Superintendent's Annual Report. Where errors are apparent, the local report is returned, or a letter written requesting explanations. In auditing the School Accounts, the receipts and expenditures of each Municipality must be checked, compared with the County and other Municipal Auditor's reports, and with the apportionment book, and a minute of the balance made. Where discrepancies are found, explanations are asked; where misapplications of the School Fund are detected, and where the whole of the sum required by law to be raised in a municipality is not raised, or is not accounted for, the parties concerned are duly notified, and a corresponding sum is withheld in paying the next apportionment of the grant, until the deficiencies are made up, and the expenditure of all the moneys raised duly accounted for according to law. This auditing of school accounts, though a serious task, and involving much correspondence, secures considerable sums to the School Fund, and introduces into each Municipality and School Corporation the practice of faithfully accounting for the receipt and expenditure of public moneys—an important element of public instruction, as well as of good government. To this may be added the examination and publication monthly (in abstract), of returns from the meteorological stations, established at ten selected High Schools.

In regard to *Letters*, each letter received is attached to a blank endorsement, having printed on it the name of the *branch* of the department to which the letter belongs, lines for the number, title or name of the writer, post-office, date of receipt, and references. It is also entered in the *Register of Letters Received*, with the summary of its contents, and numbered; and if it refers to former letters, they are obtained, and their numbers noted, with such memoranda as may be necessary; should it belong to the Depositories, the request is complied with, and the order is supplied immediately on receipt of the money. A copy from each draft of reply, or letter sent from the office must be made, addressed to the party concerned, and a press copy retained. The date of the reply is also entered on the back of the letter received.

The books are kept by double entry, and are balanced monthly, and detailed accounts periodically transmitted to the Provincial Treasurer. All cash receipts (as above stated) are

deposited to the credit of the Province, and all payments except for Customs duties and petty expenses, are made by the Provincial Treasury upon the Certificate of the Chief Superintendent. Warrants are, however, issued for the purpose of paying Customs duties and petty expenses; cheques for which payments are issued against the Warrants. With respect to the mode of accounting, the following is an abstract from the evidence of Mr. Langton, the Auditor, before the Departmental Commission [Sessional Papers, No. 11, Vol. XXI., Session 1863] :—"The Superintendents of Education send me vouchers for all their expenditure. The accounts of the Upper Canada Superintendent are very regular, and are amongst the most correct in form that come to my office."

The following books are kept:—1. Cash Book; 2. Cheque Book; 3. Treasury Certificate Book; 4. Ledger; 5. Bank Account Book; 6. Public School Apportionment Book; 7. Separate School Apportionment Book; 8. High School Apportionment Book; 9. Superannuated Teachers Register; 10. Superannuation Fund Subscription Book; 11. Pensioners' Apportionment Book; 12. Letters received Book; 13. Letters outwards Book; 14, 15, 16. Depository and Library Sales Books (three) : 17. Depository Invoice Book; 18. Depository Abstract Book; 19. Museum Invoice Book; 20. Normal School Admission Register; 21. Provincial Certificate Register; 22. Register of Inspectors and Examiners Certificates; 23. Inspectors Pay Lists; and 24, the Minute Books of the Council of Public Instruction.

It is only by this strict attention to details, and this separate and methodical arrangement of each branch of the Department that it has been practicable to avoid confusion and embarrassment, to get through with the work undertaken, and to render the Department an approved and efficient agency for advancing the educational and social interests of the country. Each branch in the office has a head, who is responsible for the working of his branch. The whole passes under the review of the Deputy Superintendent, who refers special cases to the Chief Superintendent as they arise.

As the County, Township, Town and Village Councils, Trustees and others, have thought proper, voluntarily and almost unanimously, to make this Department a sort of Court of Equity, and to apply to it for information and advice on all doubtful matters, and matters of difficulty or difference, the Chief Superintendent has deemed it his duty not to limit the replies of his Department to the dry technicalities of law, but to do all in his power to reconcile differences, and settle difficulties, and aid and encourage by counsel, suggestions and persuasions, the parties addressed, to avail themselves of the facilities afforded for promoting education and knowledge among the youth of the country.

The Report for 1870, which has been given to the public, exhibits the progress the system has already made, and with further improvements in the law which experience has shown to be necessary, it may reasonably be expected, if nothing untoward occurs, that the progress of the system from 1871 will even exceed the progress which it has made from 1850. No power has been employed but that of persuasion; and no attempt has been made to advance faster than the felt necessities and convictions of the country would justify. To educate the people through themselves, is the fundamental principle of the School system; and to assist them to advance their own best interests and manage their own affairs, has been the spirit and sole object of its administration.

There is no such thing as a *State School Tax* in Ontario, the Legislature imposing no school tax, as in the neighbouring States. All the taxes levied and collected for school purposes are the voluntary acts of the local Municipalities. Yet the progress of the school system in its financial aspects is no less gratifying than in those particulars referred to in the foregoing remarks.

No. 2 DOCUMENTS FURNISHED ANNUALLY TO THE SCHOOL OFFICERS OF ONTARIO.

The following are furnished gratuitously by the Educational Department of Ontario to the various school officers, viz :—

1. *The Journal of Education for Ontario* is sent monthly to each of the Trustee Corporations in the rural School Sections, to the Boards of High and Public School Trustees, to the School Inspectors, to the Trustees of each of the Separate Schools, and to each County Clerk and Treasurer, Exchanges, &c.—Total, 6,000 copies.

The *Journal* has been constituted the official medium of communicating all departmental intelligence. It is regularly sent by the publisher, about the first of each month, to the official address of the parties above enumerated. Should they fail in any case to receive it, immediate notification of the fact should be sent to the Education Office. Missing numbers can generally be supplied. To the public, the price is $1 12 per annum, payable in advance. Back volumes since 1848 (the first year of its existence,) can be furnished on the same terms.

2. *The Schools Registers*, for recording the attendance, recitations and deportment of pupils, are furnished to each of the High and Public Schools, and to the separate Schools of Ontario.—Total, about 5,500 copies. The *Registers* are sent annually to the County Clerks for gratuitous distribution, through the School Inspectors.

3. *The Trustees' Half-yearly Reports* are sent every six months—through the School Inspector—to the Trustees of each School Section. Those for the High Schools and Roman Catholic Separate Schools are sent direct from this Department.—Total sent out annually, 11,000 copies.

4. *The Trustees' Blank Annual Reports* are annually sent through the School Inspectors, to each of the Trustee Corporations in the rural School Sections.—Total about 4,500.

5. *The Blank Annual Reports*, from which the General Annual Report of the Department is compiled, are sent to the School Inspectors and Boards of Public School Trustees and Boards of High School Trustees.—Total number sent out annually, 700 copies.

6. *Auditors', Treasurers' and Sub-Treasurers' Returns* are sent to about 500 of those officers, to be filled up and returned.

7. *The Chief Superintendent's Annual Report* to His Excellency the Lieutenant Governor, printed by order of the Legislative Assembly, is also sent to each of the rural Trustee Corporations; to the Boards of Public School Trustees in cities, towns and villages; to Boards of High School Trustees; to Boards of Public Instruction; to School Inspectors, and to Separate School Trustees, besides copies to other parties.—Total number sent out annually, about 4,500.

8. *Various Forms.*—Forms are also sent from time to time to Boards of Examiners, Superannuated Teachers, Trustees (for maps), Normal School Students, &c.—About 2,000 copies.

9. *Examination Papers* are sent twice a year to Boards of Examiners.—About 60,000 copies.

LETTERS RECEIVED AND SENT OUT BY THE DEPARTMENT:—

	1852	1853	1854	1855	1856	1857	1858	1859	1860	1861	1862	1863	1864	1865	1866	1867	1868	1869	1870	1871
Number of letters received	2996	4015	4920	5338	5739	6294	6431	6468	7121	7215	6495	6365	6655	7263	8373	8242	8409	8422	8924	12395
Average number per week	57	77	95	102	110	121	124	125	137	138	126	122	128	139	161	158	161	162	171	238
Number of letters sent out	1430	1936	2581	3764	3966	3542	4627	5823	6015	5656	4955	5054	5415	5833	5186	5581	5798	5743	6743	13358
Average number per week	27	37	50	72	77	68	88	112	116	108	95	97	104	112	100	107	111	110	130	257

Recapitulation.—The number of copies prepared, or printed, and sent out annually.

	Copies.
1. Journal of Education	6,000
2. School Registers	5,500
3. Trustees' Blank Half-yearly Reports	11,000
4. Trustees' Blank Annual Reports	4,500
5. Auditors' and Treasurers' Blank Returns	500
6. School Inspectors' and Board of Trustees' Blank Annual Reports	700
7. Chief Superintendent's Report	4,500
8. Various Forms, about	2,000
9. Examination Papers	60,000
10. Letters &c., sent out and received	26,000
11. Circulars, about	800
Grand total per year	121,500

(Copy.)

No. 2487, M. 3. DEPARTMENT OF PUBLIC INSTRUCTION FOR ONTARIO,
Education Office, 15th February, 1872.

SIR.—Having been informed by Professor Young that he had tendered to the Government, through you, his resignation as a member of the Council of Public Instruction I beg respectfully to recommend that the Reverend F. H. Marling be appointed as Mr. Young's successor. Mr. Marling is a Congregational Minister in this city and is a gentleman of high character, of excellent talents and attainments, and of large experience in matters relating to the instruction of youth.

I have also to submit, that as the Reverend John Barclay, D.D. has been disqualified by mental disease, and has been absent from the country more than a year, the Reverend D. J. Macdonnell, B.D. (Dr Barclay's successor in the pastorate of St. Andrew's Church in this city) be appointed member of the Council of Public Instruction in place of the Reverend Dr. Barclay retired.

I have not the pleasure of personal acquaintance with Mr. Macdonnell, but he occupies an important position, and I understand he is a gentleman of fine scholarship and talents.

I cannot but express my deep regret at the loss of the very valuable services of the Reverend Mr. Young in the Council of Public Instruction, and I think it but just to Mr. Young and to all the members of the Council to append hereto the letter of Mr. Young addressed to myself, informing me of his resignation

It appears to me proper and needful, that I should, in this connection, give some explanation as to the origin and constitution of, and the modes of filling up vacancies in the Council of Public Instruction.

It was first authorized by law and constituted in 1846, consisting of nine members, after the example of the Privy Council Committee of Education in England, and composed of the best qualified gentlemen available, partly laymen and partly clergymen, about equally connected with the principal religious denominations. Laymen duly qualified have always had so much business of their own to engross their attention, that they have found it extremely difficult to attend the meetings of the Council, much less to examine the papers and books often requiring their judgment.

Three laymen, while members of the Council have died and their places in two instances have been filled by clergymen. I may also remark, that by law, all heads of colleges in the Province of Ontario are *ex officio* members of the Council; but the President of the Toronto University College is the only one that has attended the meetings of the Council, and taken part in its proceedings. When the Provost of Trinity College was first notified, upwards of fifteen years since, he replied that he could not attend unless authorized by the council of his college; and the heads of other colleges not situate in Toronto stated their inability to attend the meetings of the Council, unless their travelling expenses were paid. I have repeatedly submitted the question, but Government has uniformly declined to pay the travelling expenses of members of the Council

I have also to remark that it has been a principle acted on from the beginning that no person should be a member of the Council, who was subjected to its authority or in any way interested in any salaries or allowances it might grant or recommend or in regulations it might adopt. As long as Dr. Ormiston and Professor Young held the office of Grammar School Inspectors, they were not appointed members of the Council. but, as soon as they ceased to hold any office under the Council, they were recommended and appointed to fill the first vacancies in it.

It remains to me only to remark further, that during the whole period of my connection with the Council, and notwithstanding the numberless and various questions, appointments, dismissals, &c. &c., which have been discussed and decided, not one unpleasant word has passed and as far as I know not one unpleasant feeling has existed, between any member of the Council and myself.

I have the honour to be, Sir,
Your obedient servant,
(Signed) E. RYERSON.

The Hon. Peter Gow, M. P.P.,
Secretary of the Province,
Toronto.

(Copy, enclosure.)

TORONTO, 9th February, 1872.

MY DEAR SIR,—I think it right to inform you that I have resolved to retire from the Council of Public Instruction. You are the first person to whom I have given any intimation of my intention. I enclose a copy of the letter, which I have addressed to the Provincial Secretary, resigning my appointment.

In leaving the Council I have much satisfaction in feeling that my brief connection with that body has been one in which I have been able to work harmoniously with all the other members—not a single instance of anything approaching to misunderstanding having arisen in the Council while I have been a member of it.

My longer official connection with yourself has left upon my mind a deep impression of the ability with which you have for so many years directed the educational system, which you had the honour of originating.

I am, &c.,
(Signed) GEORGE PAXTON YOUNG.

The Rev. E. Ryerson.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 16th February, 1872.

SIR,—I have the honour to acknowledge the receipt of your letter of the 15th instant, recommending the appointment of the Reverend F. H. Marling and the Reverend D. J. Macdonnell as members of the Council of Public Instruction, and to inform you that the subject will be submitted to His Excellency the Lieutenant-Governor.

I have the honour to be,
Sir,
Your obedient Servant,
(Signed) I. R. ECKART,
Acting Assistant Secretary.

Revd. Dr. Ryerson,
Chief Superintendent of Education,
Toronto.

(Copy),

No. 2402, M. 3.

EDUCATION OFFICE,
Toronto, 15th February, 1872.

SIR: —I have the honour to enclose herewith the second part of the return requested by the House of Assembly, the first part of which was transmitted to your Department on the 31st ultimo.

The Return now completed and sent in includes the following papers:—

Copies of the Regulations and Programmes relating to High and Public Schools in Ontario, transmitted 31st January.

Lists of persons to whom certificates have been granted.

(A) of eligibility as Inspector in any County, City or Town.

(B) of eligibility as Inspectors in certain Municipalities.

(C) of eligibility as Examiners.

(D) First-class certificates as Teachers.

Results of Examinations July and December, 1871.

Copies of Minutes, Council of Public Instruction for the years 1867, 1868, 1869, 1870 and 1871.

I have the honour to be, Sir,
Your obedient servant,
(Signed) E. RYERSON.

The Honourable Peter Gow, M. P. P.

(Copy),
No. 2721, M. 3.

DEPARTMENT OF PUBLIC INSTRUCTION FOR ONTARIO,
EDUCATION OFFICE,
Toronto, 19th February, 1872.

SIR,—I have the honour to recommend to the favourable consideration of the Lieutenant-Governor in Council, the requisite authorization for the establishment of a High School in the Town of Walkerton, County of Bruce; the County Council, the Town Council, and the Board of Trustees appointed by the County Council having complied with the provisions of the law and regulations in respect to the establishment of a High School, and Walkerton being the only County Town in this Province in which there is no High School.

I have the honour to be, Sir,
Your most obedient servant,
(Signed) E. RYERSON.

The Honourable Peter Gow, M. P. P.,
Provincial Secretary, Toronto.

(A)

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 19th February, 1872.

SIR,—I have the honour to acknowledge the receipt, through you, of your letter of 19th instant, recommending the establishment of a High School at the Town of Walkerton, in the County of Bruce, and to inform you that the subject will be submitted to his Excellency the Lieutenant-Governor.

I have the honour to be, Sir,
Your obedient servant,
I. R. ECKART,
Acting Assistant Secretary.

The Rev. Dr. Ryerson,
Chief Superintendent of Education, Toronto.

1863, M 3

EDUCATION OFFICE,
Toronto, 6th February, 1872.

SIR,—I have the honour to enclose herewith a letter, similar to many others on the same subject, received from a Mechanics Institute, asking the reasonable question, whether Mechanics Institutes will be placed on the same footing as Municipal and School Corporations, in regard to their right to obtain library books on the same terms.

I have always advocated the propriety and expediency of placing Mechanics Institutes on the same footing as our Schools and Municipalities, in regard to library and prize books and maps and apparatus, and this feeling has been largely shared in by gentlemen who take a warm interest in these Institutes. Last year, when the estimates were under discussion in the House, Mr. Cumberland, with the consent, I believe, of the Government, moved that Mechanics Institutes be placed on the same footing as the Schools, in their right to obtain, from this Department, maps, apparatus and books. His motion was withdrawn, however, when it was found that it involved a charge on the revenue, and should therefore have been recommended to the House by the Lieutenant Governor.

As, however, you are now providing through offices of this Department, for a thorough and systematic inspection of Mechanics Institutes, I would respectfully recommend that you go a step further, and held out an inducement to them to more fully accomplish the objects of their establishment, by supplying themselves with maps and apparatus for public lectures, and with scientific and other reading books for the artisans and others connected with them.

I have, &c.,
(Signed) E. RYERSON.

The Honourable A. McKellar, M. P. P.

TORONTO, 8th February, 1872.

REVEREND SIR,—I am instructed to acknowledge the receipt of your letter of the 6th instant, (No 1865), suggesting that Mechanics Institutes in connection with this Department, should be placed on the same footing as Schools and Municipalities in regard to library and prize books, maps and apparatus.

The Commissioner desires me to thank you for the suggestion, and to say that it shall receive his best attention, but that he is not prepared at present to accede to it.

The grant already to Mechanics Institutes for purchasing books, is double the amount of their own subscriptions for such purposes. The number of their societies is rapidly increasing, involving a proportionate demand on the public funds. If further experience of the working of the Statute in relation to these Institutes, should indicate the expediency of affording further aid to them, after the manner you suggest the Commissioner would be happy to do so.

I have, &c.,
(Signed) GEO. BUCKLAND,
Secretary.

The Rev. Dr. Ryerson.

TORONTO, 12th February, 1872.

SIR,—I have the honour to state, in reply to your letter of the 8th instant, that my suggestion to the Hon. the Commissioner was not that any additional grant should be made to Mechanics Institutes, but that they should be allowed the privilege in expending the money already granted to them, to procure books, maps, and apparatus through this Department, on the same terms as our Public Schools.

I have, &c.,
(Signed) E. RYERSON.

Geo. Buckland, Esq.

TORONTO, 14th Feb., 1872.

REVEREND SIR,—In acknowledging the receipt of your letter of the 12th inst. (No. 2,286), I beg to observe that the Commissioner is not prepared, without further experience, to place Mechanics' Institutes on the same footing as Municipalities and Schools, in purchasing books, &c., from the Educational Department; as the 100 per cent. allowed on such purchases would have to be made up from the public revenues, which would only be another way of increasing such grants. The Commissioner would otherwise be happy to accept your suggestion.

Thanking you for the interest you have evinced in this matter,

I have, &c.,
(Signed) GEO. BUCKLAND,
Sec.

The Rev. Dr. Ryerson.

DEPARTMENT OF PUBLIC INSTRUCTION FOR ONTARIO.

No. 2,383, M 3. EDUCATION OFFICE,

Toronto, 14th July, 1872.

SIR,—I have the honour to state, that as the contents of the Educational Depository, Museum, and other branches of this Department, including the buildings, are valued at about $200,000, and were formerly insured for $155,000, at a cost of $491 per annum, I would respectfully request to be informed whether the present Government are disposed to continue the policy of non-insurance adopted by the late Government. If not, I shall be happy to furnish details of the value of each branch, so that arrangements may be made for insurance.

I respectfully submit to the Government, considering the various character of these buildings, their contents and their exposure, and the really low rate of insurance, whether it would not be desirable to effect, at least, a partial insurance on them.

I have the honour to be, Sir,
Your obedient servant,
E. Ryerson.

The Honourable A. McKellar, M.P. P.,
Com. of Public Works, Ontario, Toronto.

Copy of letter sent to Dr. Ryerson.

Department of Public Works, Ontario,
Toronto, Feb. 27th, 1872.

Sir,—I have been instructed by the Commissioner to acknowledge the receipt of your communication of the 14th inst., and to state in reply that it is the intention to insure the property.

Please forward the details of the value of each branch to the Department as soon as convenient.

I have the honour to be,
Yours truly,
H. A. MacLaurin
Priv. Sec.

Rev. E. Ryerson, D.D., Toronto.

ANNUAL REPORT

Of the Senate of the University of Toronto for the Academic year 1870-1871. Presented to the Legislative Assembly by command of His Excellency the Lieutenant-Governor.

By command.

PETER GOW,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 29th February, 1872.

UNIVERSITY OF TORONTO,
Registrar's Office, February 29, 1872.

SIR,—I have the honour to enclose the Annual Report of the Senate for the Academic Year 1870–1871 in duplicate—one copy for the Legislative Assembly, and the other for His Excellency the Visitor of the University.

I have the honour to be, Sir,
Your obedient servant,
THOMAS MOSS,
Registrar.

Hon. Provincial Secretary,
Toronto.

The Chancellor, Vice-Chancellor, and Senate of the University of Toronto have the honour to present their Report for the year 1870–1871.

No changes have been made in the requirements for the various degrees of the University, nor in the course of study prescribed in the different Faculties and Schools since the last Annual Report.

We beg to submit the following tabulated statement of the admissions to Degrees, Ad Eundem Statum and Matriculation, in the different Faculties :—

LAW.

Matriculation	2

MEDICINE.

Degree of M. D.	1
" M. B.	18
Matriculants	6
Ad Eundem Statum	12

ARTS.

Degree of M. A.	22
" B. A.	23
Matriculants	48
Ad Eundem Statum	0

AGRICULTURE.

Matriculants 2

During the year 243 candidates actually underwent examination.
The Class Lists of the year are herewith submitted.

ADAM CROOKS, LL.D.,
Vice-Chancellor.

THOMAS MOSS, M. A.,
Registrar.

UNIVERSITY OF TORONTO.

CLASS AND PRIZE LISTS.

1871.
SENATE.

HON. JOSEPH C. MORRISON, *Chancellor.*
ADAM CROOKS, LD.D., Q.C., *Vice-Chancellor.*
REV. JOHN McCAUL, LL.D.
JOHN LANGTON, M.A.
HON. JAMES PATTON, LL.D., Q.C.
HON. DAVID CHRISTIE, *Senator.*
SIR WILLIAM E. LOGAN, F.R.S.
JAMES J HAYES, M.D.
HON. JOHN H. CAMERON, Q.C., *Treasurer of Law Society.*
REV. E. RYERSON, D.D., *Chief Superintendent of Schools.*
REV. S. S. NELLES, D.D., *Principal Victoria College, Cobourg.*
THE PROVOST OF TRINITY COLLEGE, *Toronto.*
VERY REV. A. McDONELL. *President, Regiopolis College, Toronto.*
THE PRESIDENT OF QUEEN'S COLLEGE, *Kingston.*
G. R. R. COCKBURN, M.A., *Principal of Upper Canada College.*
W. T. AIKINS, M.D., *President Toronto School of Medicine.*
H. H. CROFT, D.C.L., F.L.S.
J. B. CHERRIMAN, M.A.
DANIEL WILSON, LL.D.
REV. JOHN JENNINGS, D.D.
HON. O. MOWAT, V.C.
GEORGE HERRICK, M.A.
IRA LEWIS, M.A.
LARRATT WM. SMITH, D.C.L.
S. S. MACDONELL, LL.D.
REV. H. BATE JESSOPP, M.A.
JOHN HELLIWELL, M.A.
T. A. McLEAN, M.A
JOHN BOYD, M.A., B.C.L.
DANIEL McMICHAEL, LL.D.
E. C. JONES, B.A.
J. D. ARMOUR, B.A.
J. J. KINGSMILL, B.A.
HON. WILLIAM CAYLEY.
REV. R. A. FYFE, D.D.
J. H. MORRIS, M.A.

EDWARD BLAKE, M.A., Q.C.
REV. J. BARCLAY, D.D.
REV. W. F. CHECKLEY, M.A.
RIGHT REV. BISHOP WALSH.
REV. A. CARMAN, M.A.
T. H. BULL, M.A.
REV. J. DAVIDSON.
VERY REV. DEAN HELLMUTH, D.D.

Bursar—DAVID BUCHAN, ESQ.
Registrar—THOMAS MOSS, M.A.
Librarian—JOHN E. THOMSON, B.A.

EXAMINERS.

LAW.

J. A. BOYD, M.A. .....J. M. GIBSON, M.A., LL.B.

MEDICINE.

Physiology and Comparative Anatomy	NORMAN BETHUNE, M.D.
Surgery and Anatomy	J. H. RICHARDSON, M.D.
Medicine and Therapeutics	H. H. WRIGHT, M.D.
Midwifery and Medical Jurisprudence	W. W. OGDEN, M.D.

MEDICINE AND ARTS.

Chemistry	HENRY H. CROFT, D.C.L., F.L.S.
Natural History	G. BRYCE, M.A.

ARTS.

Greek and Latin	REV. JOHN MCCAUL, LL.D. C. W. BELL, B.A.
Mathematics	J. LOUDON, M.A. M. CUMMING, B.A.
English and History	D. WILSON, LL.D. W. OLDRIGHT, M.A., M.D.
French	E. PERNET, ESQ.
German	W. H. VANDERSMISSEN, M.A.
Italian and Spanish	REV. J. SCHULTE, D.D., Ph. D.
Mineralogy and Geology	A. F. CAMPBELL, B. A.
Metaphysics and Ethics	REV. JAMES BEAVEN, D.D. W. H. RENNELSON, M.A.
Oriental Languages	J. M. HIRSCHFELDER, ESQ.
Meteorology	G. T. KINGSTON, M.A.

Civil Engineering	A. MCDOUGALL, C.E.
Agriculture	G. BUCKLAND, ESQ.

UNIVERSITY OF TORONTO.

MATRICULATION EXAMINATIONS, 1870.

MEDICINE.

Classics.	*Mathematics.*	*English.*	*History.*	*French.*
CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.
1. Luke, A. 2. Cameron, D. 3. Taylor, C. E. S.	1. Cameron. 2. Luke. 3. Taylor. 4. Brown. 5. Kelly.	Cameron.	Cameron.	Cameron.
		CLASS II.	CLASS II.	CLASS II.
		Luke.	Taylor.	Luke.
CLASS III.	CLASS III.	CLASS III.	CLASS III.	CLASS III.
1. Kelly, J. 2. Brown, C. 3. McFeyden, D.	McFeyden.	1. Kelly. 2. McFeyden. 3. Taylor. 4. Brown.	1. Luke. 2. Brown. 3. Kelly. 4. McFeyden.	1. McFayden, 2. Taylor. 3. Kelly. 4. Brown.

ARTS.

SENIOR MATRICULATION.

Classics.	*Mathematics.*	*English.*	*French.*
	CLASS II.		
	1. Wellwood.		
CLASS III.	CLASS III.	CLASS III.	CLASS III.
1. Ballantyne, F. 2. Wellwood, N. J. 3. { Dadson, E. W. { Phillips, S. 5. Black, F.	1. Phillips. 2. Ballantyne. 3. Black. 4. Dadson.	1. Ballantyne. 2. Dadson. 3. Phillips. 4. Black. 5. Wellwood.	1. Ballantyne. 2. Phillips. 3. Wellwood. 4. Black. 5. Dadson.

JUNIOR MATRICULATION.

Classics.	*Mathematics.*	*English.*	*History.*	*French.*
CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.
1. Macbeth, T. T. 2. Bruce, J. / Crysler, A. 4. Dawson, A. 5. Betts, F. P. 6. Christie, D. 7. Bryant. J. E. / Thompson, G. W. 9. Beck, H. T. 10. Marling, A.W. / Tassie, A. S.	1. Dawson. 2. Bryant. / Manley. 4. Bruce. 5. Aylsworth. 6. Fullerton. 7. Crysler. / Wilson. 9. Thompson. 10. Cook. / Secord. 12. Marling. 13. Dixon. 14. Beckett. / Moore. 16. Macbeth.	1. Bryant. 2. Bruce. 3. Dawson. 4. Armstrong.	1. Macbeth. / Moore. 3. Bruce. 4. Bryant. / Thompson. 6. Fullerton. 7, Beckett. 8. Crysler.	1. Marling. 2. Christie. 3. Dawson. 4. Secord. 5. Bryant. 6. Macbeth 7. Bruce / Crysler.
CLASS II.	CLASS II.	CLASS II.	CLASS II.	CLASS II.
1. Hourigan, A. 2. Aylsworth, A. / Covernton, T. S. / Griffin, H. S. 5. Blackstock T. G. / Gordon, C. / Secord, H. C. 8. McKay, E. / Reid, J. 10. Beckett, S. L. / Manley, F. F. / McDonald, D.	1. Goggin. 2. Beckett. 3. Hourigan. 4. Tassie. 5. Christie. 6. Smith. 7. Armstrong. / Robertson. 9. Blackstock. / McKay. 11. Gordon. / Reid.	1. Fullerton. 2. Macbeth. 3. Crysler. 4. Christie. / Marling. / Moore. 7. Goggin. 8. Thompson. 9. Beck. 10. Wilson. 11. McKay. 12. Smith. 13. Tassie. 14. Blackstock. 15. Hourigan. 16. McDonald. 17. Betts. 18. Aylsworth. 19. Reid. 20. Davis. 21. Reavley. 22. Secord.	1. Aylsworth. 2. Marling. 3. Armstrong. / Smith. 5. Dawson. 6. Hourigan. 7. MacLaren. / Smith. 9. McKay. 10. Christie. 11. Secord.	1. Arkland 2. Aylsworth. / Manley. 4. Tassie. 5. Thompson. 6. Griffin. 7. Blackstock. 8. Covernton.
CLASS III.	CLASS III.	CLASS III.	CLASS III.	CLASS III.
1. Arkland, H. J. / Moore, A. J. 3. Armstrong, T.C. L. 4. Goggin, D. J. / MacLaren, D. / Rolph, T. T. 7. Barr, J. / Reavley, A.W. 9. Cook, W. / Lixon, J. / Fullerton, S. 12. Hankey, F. L. 13. Stevenson, E. 14. Hall, B. 15. Henry, J. J. / Wilson, W. A. 17. Smith, S. B. 18. Robertson, C. 19. Ogden, W. H. 20. Davis, T. R.	1. Betts. 2. Arkland. / Henry. 4. Griffin. 5. MacLaren. 6. Hall. 7. Davis. 8. Reavley. 9. Stevenson. 10. Covernton. 11. Ogden. / Rolph. 13. McDonald. 14. Barr. 15. Hankey.	1. Arkland. 2. Cook. 3. Beckett. 4. MacLaren. 5. Hall. 6. Manley. 7. Griffin. 8. Dixon. 9. Gordon. 10. Robertson. 11. Barr. 12. Covernton. 13. Henry. 14. Ogden. 15. Rolph. 16. Stevenson. 17. Hankey.	1. Gordon. 2. Betts. 3. Wilson. 4. Dixon. 5. McDonald. 6. Reavley. 7. Covernton. 8. Reid. 9. Rolph. 10. Blackstock. 11. Hankey. 12. Davis. 13. Hall. 14. Arkland. 15. Beck. 16. Griffin. 17. Henry. 18. Marling. 19. Manley. 20. Ogden. 21. Stevenson. 22. Tassie. 23. Robertson. 24. Cook.	1. Fullerton. 2. Wilson. 3. Hourigan. 4. Beck. 5. Beckett. 6. Gordon. 7. Stevenson.

SCHOOL OF AGRICULTURE.

Mathematics.	*English.*	*History.*	*Agriculture.*
Class III.	Class III.	Class III.	Class I.
Eadie, R.	Eadie.	Eadie.	Eadie.

EXAMINATIONS: 1871.

FACULTY OF LAW.

Second Year.	*Third Year.*
Class I.	Class II.
1. Brough, C. A. 2. Kingsford, R. E.	1. Smythe. 2. Wilkes. 3. Alward.

FACULTY OF MEDICINE.

FIRST YEAR.

Anatomy.	*Physiology.*	*Chemistry.*
Class I.	Class I.	Class I.
1. Beeman, M. I. 2. Armstrong. F. R. 3. Brown, C.	{ e eman. { B own.	1. Beeman. 2. Armstrong. 3. Brown.
	Class II.	
	Armstrong.	

SECOND YEAR.

Anatomy.	*Physiology.*	*Therapeutics.*	*Chemistry.*	*Botany.*
Class I.	Class I.	Class I.	Class I.	Class I.
Close, J. A.	Close.	Close.	Close.	Close.

THIRD YEAR.

Comp. Anatomy.	*Surgery.*	*Med. Jurisprudence.*	*Medicine.*	*Obstetrics.*	*Prac. Chemistry.*
Class I.	Class I.	Class I.	Class I.	Class I	Class I.
Zimmerman, R.	1. Zimmerman 2. McClure.	Zimmerman.	1. Zimmerman. 2. McClure.	Zimmerman.	1. Zimmerman. 2. McClure.
Class II.		Class II.		Class II.	
McClure, W.		McClure.		McClure.	

The following Candidates have passe the Primary Examination:—Metcalf, W. G., Moran, J. B., McClellan, C., Paterson, C. A., Peterson, H.

CANDIDATES FOR M.B.

Anatomy.	*Physiology.*	*Surgery.*	*Medicine.*	*Therapeutics.*	*Obstetrics.*	*Medical Jurisprudence.*	*Chemistry.*	*Pathology.*	*Surgical Anatomy.*	*Botany.*
CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.		CLASS I.
1. Forrest, W. 2. Moore, C. Y. 3. Henning, N. P. 4. Clement, J. J. 5. Buchanan, G.	1. Henning. 2. Moore. 3. Clement. 4. De La Matter. 5. Forrest.	1. Forrest. 2. Henning. 3. Richardson 4. Moore. 5. Buchanan. 6. Black. 7. De La Matter.	1. Moore. 2. Henning. 3. Forrest.	1. Forrest. 2. Henning. Moore. 4. Taylor. 5. Richardson 6. Buchanan. 7. Clement. De La Matter.	1. Moore. 2. Forrest. 3. Henning. 4. Taylor. 5. Buchanan. 6. Cowan. 7. De La Matter.	1. Forrest. 2. De La Matter. 3. Moore. 4. Taylor. 5. Henning.	1. Forrest. 2. Moore, De La Matter. 4. Henning.	1. Henning. 2. Moore. 3. Forrest.		1. Forrest. 2. De La Matter. 3. Moore. Taylor.
CLASS II.	CLASS II.	CLASS II.	CLASS II.	CLASS II.	CLASS II.	CLASS II.	CLASS II.	CLASS II.		CLASS II.
De La Matter, R.	1. Taylor. 2. Buchanan. 3. Richardson	1. Taylor. 2. Cowan. 3. Clement. 4. Eakins.	1. Richardson 2. De La Matter. 3. Taylor. 4. Buchanan.		1. Richardson 2. Clement. 3. Black.	1. Clement. 2. Buchanan. 3. Richardson 4. Cowan.	1. Taylor. 2. Clement.	1. Buchanan. 2. Richardson		1. Clement. 2. Buchanan. 3. Cowan. 4. Black. 5. Henning. Richardson.
CLASS III.	CLASS III.	CLASS III.	CLASS III.	CLASS III.	CLASS III.	CLASS III.	CLASS III.		CLASS III.	CLASS III.
1. Cowan, G. H. 2. Richardson, S. R. 3. Black, W. S. 4. Eakins, J. Groves, A. Taylor, A. 7. Donaldson, J.	1. Cowan. 2. Black 3. Donaldson. 4. Eakins.	1. Groves. 2. McKinnon, A. 3. Wells, S. M. 4. Jackes, G. W. 5. Cole, J. J. 6. Graham, W. H. 7. Donaldson.	1. Clement. 2. Groves. 3. McKinnon 4. Cowan. 5. Graham. 6. Cole. 7. Wells. 8. Jackes. 9. Donaldson. 10. Eakins. 11. Black.	1. Cowan. 2. Eakins. 3. Black. 4. Donaldson.	1. Groves. 2. McKinnon. 3. Eakins. 4. Wells. 5. Cole. 6. Graham. 7. Donaldson. 8. Jackes.	1. Black. 2. Groves. 3. McKinnon. 4. Cole. Jackes. 6. Eakins. 7. Donaldson. 8. Wells. 9. Graham.	1. Groves. 2. Cole. 3. Richardson 4. Black. 5. McKinnon. 6. Eakins. 7. Graham. 8. Jackes. 9. Donaldson. 10. Cowan. 11. Buchanan. 12. Wells.		1. McKinnon. 2. Cole. 3. Graham. 4. Jackes. 5. Wells.	Donaldson.

ARTS.

FIRST YEAR.

Classics.	*Mathematics.*	*English.*	*French.*	*German.*	*Chemistry.*	*Natural History.*	*Oriental Languages.*
CLASS I. 1 Macbeth, T. T. 2 Bruce, J. 3 Marling, A. W. 4 Betts, F. P. 5 Aylsworth, A. B.	CLASS I. 1 Manley 2 Glashan 3 Dawson 4 Aylsworth, Beck 6 Marling	CLASS I. Macbeth	CLASS I. 1 Macbeth 2 Aylsworth 3 Thompson 4 Donelly	CLASS I. 1 Macbeth 2 Donelly 3 Thompson	CLASS I. 1 Thompson 2 Glashan	CLASS I. 1 Donelly 2 Macbeth 3 Thompson 4 Wilson	CLASS I. Barr, Macdonald
CLASS II. Dawson, A. Covernton, T. S. 3 Tassie, A. H. (*Egrot.*) 4 Reid, J. 5 Blackstock, T. G. 6 Barr, I.	CLASS II. Armstrong	CLASS II. 1 Thompson 2 Glashan 3 Donelly 4 Beck 5 Wilson 6 Armstrong 7 Marling 8 Blackstock. 9 Dawson	CLASS II. 1 Marling 2 Dawson 3 Manley	CLASS II. 1 Dawson	CLASS II. 1 Macbeth 2 Donelly 3 Hodgins	CLASS II. 1 Glashan 2 Aylsworth	CLASS II. 1 Davis 2 Henry 3 *Beck
CLASS III. 1 Griffin, H. S., Thompson, G. W. 3 McKay, E. 4 Robertson, C. 5 Armstrong, T. C. S., Wilson, W. A. 7 Cook, W., Davis, T. R. 9 Manley, F. F. 10 Goggin, D. J., Taylor, S. J. 12 Donelly, J. H. 13 Glashan, J. C., McDonald, D. 15 Beck, H. T.	CLASS III. 1 Thompson 2 Macbeth 3 Wilson 4 Cook 5 Bruce 6 McCarty 7 Goggin 8 Tassie 9 Donelly 10 Robertson 11 McKay 12 Griffin 13 Covernton 14 Betts 15 Reid 16 Davis 17 Taylor	CLASS III. 1 Aylsworth, Griffin 3 Goggin 4 McKay 5 Betts 6 Bruce 7 Davis 8 Manley, Taylor 10 McCarty, Reid 12 Barr 13 Hodgins 14 Allison 15 Henry 16 Ogden 17 Covernton	CLASS III. 1 McKay 2 Wilson 3 Taylor 4 Blackstock 5 Armstrong 6 Robertson 7 Covernton 8 Bruce 9 Ogden 10 Cook 11 Betts 12 Reid 13 Tassie 14 McCarty 15 Stevenson 16 Hodgins 17 Goggin	CLASS III. 1. Ogden 2 McCarty, Tassie 4 Taylor	CLASS III. 1 Beck 2 Goggin 3 Griffin	CLASS III. 1 Betts 2 Goggin 3 Blackstock, Bruce 5 Taylor 6 Davis, McDonald, Robertson 9 Marling 10 Allison 11 Reid 12 Henry 13 Tassie 14 Dawson	

ARTS.—FIRST YEAR.—*Continued.*

Classics.	*Mathematics.*	*English.*	*French.*	*German.*	*Chemistry.*	*Natural History.*	*Oriental Languages.*
CLASS III.	CLASS III.	CLASS III.	CLASS III.				
16 McCarthy, D. Ogden, W. H.*	18 Blackstock 19 Henry	18 Tassie 19 Cook	18 Griffin 19 Glashan				
18 Allison, J. Hankey, F. L.	20 McDonald 21 Ogden	20 Hankey 21 Robertson	20 *Allison 21 *Hankey				
20 Henry, J. J.	22 Allison	22 Stevenson					
21 *Hodgins, W. E.	23 Hodgins	23 McDonald					
	24 Hankey						
	25 *Barr						
	26 *Stevenson						

* To take this subject over next year. NOTE.—Putnam, A. H., passed in the Classics of this year. Forsyth, Foss, Hicks, Kennin, Madill and McPhadyen passed in the Mathematics of this year.

SECOND YEAR.

Classics.	*Mathematics.*	*French.*	*German.*	*History.*	*Mineralogy and Geology.*	*Natural History.*	*Metaphysics and Ethics.*	*Logic.*	*Oriental Languages.*
CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.
1 Wallace, F. H.	1 King Milligan	1 Wallace	1 Wallace	1 Robertson	1 Hamilton, J. B.	1 Hamilton, J. B.	1 Robertson	1 Robertson	1 Torrance
2 Yule, J. C.	3 Robertson	2 Long	2 Long	2 Wallace	2 King	2 Stewart, J. S.		2 Yule	2 Watt
3 Roger, R.	4 Forsyth	3 McPherson	3 Shaw	3 Gerrie	3 Shaw	3 Nichols		3 McKay	
4 Galt, A. C.		4 Shaw			4 Galt	4 King Smellie		4 Snider	
		5 Gerrie			5 Madden	6 Madden		5 Barwick	
					6 Nichols	7 Shaw			
					7 Stewart, J. S.	8 Black			
					8 Smellie	9 Galt			
CLASS II.	CLASS II.	CLASS II.	CLASS II.	CLASS II.	CLASS II.	CLASS II.	CLASS II.	CLASS II.	
1 Craig, J.	1 Fletcher	1 Kennie	1 Gerrie	1 Long	1 Small	1 Turnbull	1 Yule	1 Torrance	
2 Perdue, W. E.	2 Long	2 Craig	2 Stewart	2 McPherson	2 Black	2 Madill	2 Barwick	2 Fletcher	
3 Hodgson, J. E. Shaw, G. E. Small, J. T.		3 Rankin	3 Craig McPherson	3 Craig	3 Madill	3 Leslie	3 Snider		
6 McDermid, D.			5 Rankin	4 Leslie			4 McKay		
7 Stewart, G.							5 Torrance		
8 Gray, W.							6 Watt		

ARTS.—SECOND YEAR.—*Continued.*

Classics.	*Mathematics.*	*French.*	*German.*	*History.*	*Mineralogy and Geology.*	*Natural History.*	*Metaphysics and Ethics.*	*Logic.*	*Oriental Languages.*
CLASS III.	CLASS III.	CLASS III.		CLASS III.	CLASS III.	CLASS III.	CLASS III.	CLASS III.	CLASS III.
1 Robertson, W. J.	1 Hamilton, J. B.	1 Milligan		1 Yule	1 Hamilton, A. M.	1 Torrance	1 Wallace	1 Hamilton, A.	1 Yule
2 King, W. F.; Nichols, J.	2 Craig; Torrance	2 Roger		2 Shaw	2 Wallace	2 Forsyth	2 Craig; King	Rankin	2 Turnbull
1 Gerrie, J.; Kennin, F. N.; Long, J. H.; Torrance, J.	4 Hamilton, A. M.; Wellwood	3 Nichols		3 Galt	3 Long	3 Yule	4 Smellie	3 Perdue	3 Hamilton, A. H.
		4 Stewart, G.		4 Perdue	4 Robertson	4 Small	5 Hamilton, A. M.; Milligan	4 Forsyth	4 *Fletcher
		5 King		5 Madill	5 Hodgson; Kennin	5 Kennin		5 Wallace	5 *Gilchrist
		6 Gray		6 Small		6 Ballantyne		6 Galt	5 *McPhadyen
		7 Perdue		7 Rankin	7 Forsyth	7 Wellwood	7 Ballantyne; O'Sullivan	7 Black	
		8 Smellie		8 King	8 McKay	8 McPherson		8 McPherson	
8 Hamilton, A. M.	6 Wallace	9 Madden		9 Torrance	9 Turnbull	9 McPhadyen	9 Hamilton, J. B.; Nichols; Shaw	9 Ballantyne; Hamilton	
	7 Stewart, G.	10 Dickson		10 Kennin	10 Gerrie	10 *Watt			
9 Madill, F.; McPherson, L. A.; Milligan, H. P.	8 Yule	11 McKay		11 Hodgson; Stewart, G.	11 Rankin			11 Hodgson; King; Milligan; Shaw	
	9 Nichols; Stewart, J. S.	12 Barwick			12 Yule				
		13 Robertson		13 Barwick; Stewart, J. S.	13 Barwick; McDermid		12 Hodgson; Long; Stewart, J. S.; Turnbull	12 Lesslie; Roger	
	11 Perdue	14 Hodgson							
	12 McPherson	15 Ballantyne			15 Rogers				
	13 McDermid; Rankin	16 Small		15 McDermid; Nicholls	16 Milligan		16 Fletcher	17 Kennin; Nichols	
12 Smellie, T. S.; Turnbull, A. M.	15 Ballantyne; McKay	17 Turnbull		17 Turnbull	17 Gray		17 Madill; Stewart, G.	19 Madill; McDermid	
	17 Snider	18 O'Sullivan		18 McKay	18 Torrance			21 Long	
14 Ballantyne, F.	18 Madden	19 Snider		19 Roger	19 Craig; Stewart, G.; McPherson		19 Gilchrist; Lesslie; McPherson; Perdue	22 Stewart, G.; Craig	
15 Hamilton, J. B.; McKay, R. P.	19 Gray	20 Leslie		20 Milligan					
	20 O'Sullivan	21 Black		21 O'Sullivan	22 Wellwood			Gray; Smellie	
	21 Roger	22 McDermid		22 Watt	23 Perdue			24 Stewart, J. S.; Turnbull	
17 Madden J. H.	22 Smellie	23 Wellwood		23 Ballantyne	24 Snider		23 McDermid; Madden; Rankin		
18 Stewart, J. S.	23 Kennin	24 Galt		24 Forsyth	25 Lesslie			28 Madden	
19 Fletcher, C.; Leslie, R. B.	24 Gerrie; Hodgson; Small	25 *Stewart, J. S.		25 Gilchrist	26 Watt		28 McPhadyen	29 Watt	
		26 *Madill		26 Gray	27 Ballantyne; Fletcher		29 Roger	30 Gilchrist; McPhadyen	
		27 *Forsyth		27 Madden	29 Gilchrist		30 Wellwood		
21 Forsyth, D.	27 McPhadyen	28 *Hamilton		28 Wellwood	30 McPhadyen		31 Gerrie	32 Gerrie; Small	
22 O'Sullivan, D. A.	28 Turnbull			29 Hamilton, A. M.	31 O'Sullivan		32 Small		
23 Snider, C. G.	29 Black			30 Snider			33 Forsyth	34 Wellwood	
24 Barwick, W.	30 Barwick; Gilchrist			31 Smellie			34 *Kennin	35 O'Sullivan	
25 Gilchrist, J. R.				32 Fletcher			35 *Gray		
26 Watt, R.	32 Watt			33 McPherson					
27 Black, F.	33 Madill			34 Hamilton, J. B.					
28 Rankin, J. B.	34 Shaw			35 *Black					
29 McPhadyen, H.	35 Leslie								
30 *Wellwood, N. J.	36 Galt								

* To take this subject over.

NOTE.—Hill passed in the French of this year. Clarkson passed in the Logic, &c., of this year.

Hicks and Foss passed in the Metaphysics and Natural Sciences of this year. Christie passed in the History of this year.

ARTS.—THIRD YEAR.

Classics.	*Mathematics.*	*French.*	*German.*	*Italian.*	*History.*	*Chemistry.*	*Nat. History.*	*Metaphysics and Ethics.*	*Nat. Theology & Evidences.*	*Civil Polity.*	*Mineralogy & Geology.*	*Oriental Languages*
CLASS I. 1 Fletcher, J. 2 White, J.	CLASS I. Killam, A. C.	CLASS I. 1 Killam 2 Fletcher	CLASS I. 1 Fletcher 2 Killam	CLASS I. 1 Fletcher 2 Killam 3 Christie 4 Williams	CLASS I. Fletcher	CLASS I. 1 Gibson 2 Forrest 3 Crerar	CLASS I. 1 Gibson 2 Forrest 3 Crerar 4 Johnson	CLASS I. 1 Scott 2 McKee		CLASS I. 1 Scott 2 McKee 3 Ross 4 Hill	CLASS I. 1 Gibson 2 Crerar 3 Forest	CLASS I. McKee
	CLASS II. Magee, J. (*Egrotat*	CLASS II. 1 Clarkson, F. A. 2 Williams 3 Christie	CLASS II. 1 Williams 2 Clarkson 3 Christie	CLASS II. Clarkson	CLASS II. 1 Ross 2 Stuart, J. L. 3 Killam 4 Clarkson 5 Williams	CLASS II. 1 Biggs 2 Johnson	CLASS II. Biggs	CLASS II. 1 Stuart, J. L. 2 Hill		CLASS II. 1 Christie 2 Stuart, J. L		
CLASS III. 1 Stuart, J. L. 2 Ferguson, W. J. 3 Rutherford W. 4 Stewart, D. 5 Sutherland, W. M. 6 McMichael, D. A. 7 Christie, J. D. 8 *Campbell, J.	CLASS III. 1 Clarkson 2 Johnson, W. D. 3 Williams, W. 4 Sutherland 5 Biggs, S. C.				CLASS III. 1 Stewart, D. 2 Ferguson 3 Rutherford 4 Campbell 5 McMichael 6 Sutherland	CLASS II. 1 Clarkson 2 Campbell, Williams 4 Magee, White 6 McKee 7 Ferguson, Stewart 9 Rutherford, Stuart, J. L. 11 Ross, Sutherland 13 Scott 14 Hill 15 Christie	CL. III. 1 Hill 2 Ferguson 3 Rutherford	CLASS III. 1 Ross, Stewart, Williams 4 Campbell 5 Gibson 6 Rutherford 7 Christie 8 *McMichael 9 *Ferguson 10 *Sutherland	CLASS III. 1 Scott 2 McKee 3 Ross 4 Johnson 5 Gibson 6 Fletcher, Hill 7 Clarkson, Crerar 8 Forrest 9 Rutherford, Stewart, D. 10 White 11 Killam 12 Biggs 13 Campbell 14 Stuart, J. L. 15 Williams 16 Christie 17 Ferguson 18 McMichael 19 Sutherland	CLASS III. 1 Johnson, Forrest, White 4 Campbell, Ferguson 6 Clarkson, Williams 8 Crerar 9 Biggs 10 Gibson 11 Stuart, D. 12 Rutherford 13 McMichael 14 Magee		

* To take this subject over next year.

Foss and Hicks passed in History, Chemistry, Civil Polity, Theology and Evidences of this year.

II

CANDIDATES FOR B.A.

Classics.	*Mathematics.*	*English.*	*French.*	*German.*	*Italian.*	*Spanish.*	*Meteorology.*	*Chemistry.*	*Natural History.*	*Mineralogy and Geology.*	*Metaphysics, Ethics, &c.*	*History and Ethnology.*
CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.	CLASS I.	
1 Dale, W. 2 Henderson J. 3 Kew, M.	1 Ballard, W. H. 2 Teefy, J. R.	1 Fletcher, H. 2 Robinson, J. G.	1 Fletcher 2 Robinson	1 Fletcher 2 Robinson 3 Wightman	Fletcher	1 Robinson 2 Fletcher 3 Wightman	1 Fotheringham, T. F. 2 Archibald, H.	1 { Fletcher / Fotheringham 3 { Archibald / Burnham 5 Ledyard	1 Fotheringham 2 Fletcher 3 Archibald	1 Fotheringham 2 Fletcher 3 Archibald 4 Ledyard	1 Wightman 2 Kingston	
CLASS II.		CLASS II.					CLASS II.		CLASS II.	CLASS II.	CLASS II.	CLASS II.
Casey, G. E.		Wightman, J. R.					1 Mills 2 Fletcher		1 Burnham 2 Ledyard	Burnham	McPherson	1 Wightman 2 Fletcher
CLASS III.	CLASS III.	CLASS III.	CLASS III.				CLASS III.	CLASS III.	CLASS III.	CLASS III.	CLASS III.	
1 Hunter, D. H. 2 Dickson, E. H. 3 Mills, T. W. 4 Middleton, W. C. 5 Hicks, H. M. 6 Foss, W. D.	1 Hunter 2 Foss 3 Mills 4 McCormick, Z. C. 5 Crozier, J. 6 Hicks 7 Dickson	1 Hicks 2 Foss	1 Wightman 2 Hicks 3 Foss				1 Crozier 2 Middleton 3 Hunter 4 Dickson 5 Burnham, W. R. 6 Ledyard, J. S.	1 Dickson 2 Crozier 3 McCormick 4 Middleton	1 Foss 2 Hicks	1 Middleton 2 Crozier 3 Dickson 4 McCormick	1 Mills 2 Crozier 3 McCormick 4 Hunter 5 Middleton 6 Foss	

SCHOOL OF AGRICULTURE.

FIRST YEAR.

Agriculture.	*Mineralogy and Geology.*	*English.*	*Botany*	*Chemistry.*
Class 1. 1 Eadie, R. 2 Palmer, E. B.				Class I. Palmer
			Class II. Eadie	Class II. Eadie
	Class III. 1 Eadie 2 Palmer	Class III. 1 Eadie 2 Palmer	Class III. Palmer	

MEDALS, SCHOLARSHIPS, AND PRIZES.

MEDALS.

FACULTY OF MEDICINE.

Forrest, W. ..... GOLD MEDAL.
1. Moore, C. Y. ..... SILVER MEDAL.
2. Henning, N. P. ..... " "
3. De La Matter, R. H. ..... " "
Moore, C. Y. ..... STARR GOLD MEDAL.
1. Henning, N. P. ..... STARR SILVER MEDAL.
2. Forrest, W. ..... STARR SILVER MEDAL.

FACULTY OF ARTS.

Classics	Dale, W.	GOLD MEDAL.
"	1. Henderson, J.	SILVER MEDAL.
"	2. Kew, M.	SILVER MEDAL.
Mathematics	Ballard, W. H.	GOLD MEDAL.
"	Teefy, J. R.	SILVER MEDAL.
Modern Languages	Fletcher, H.	GOLD MEDAL.
" "	Robinson, J. G.	SILVER MEDAL.
Natural Sciences	Fotheringham, T. F.	GOLD MEDAL.
" "	1. Fletcher, H.	SILVER MEDAL.
" "	2. Archibald, H.	SILVER MEDAL.
" "	3. Ledyard, J. S.	SILVER MEDAL.
Metaphysics and Ethics	Wightman, J. B.	GOLD MEDAL.
" "	Kingston, W. H.	SILVER MEDAL.

SCHOLARSHIPS.

MATRICULATION.

Medicine	CAMERON, D.	From	Upper Canada College.
Classics 1.	MACBETH, T. T. (Double.)	"	Hellmuth College, London.
" 2.	BRUCE, J. (Double).	"	Lindsay G. S. & U. C. College.
	CRYSLER, A. (Double)	"	Simcoe G. S. & Galt Gr. Schl.
Mathematics 1.	DAWSON, A. (Double)	"	St. Mary's G. S. & U. C. C.
" 2	BRYANT, J. E. (Treble)	"	Whitby Grammar School.
	MANLEY, F. F.	"	Toronto Grammar School.
English History & French	BRYANT, J. E.	"	Whitby, G. S.
General proficiency. 1.	BRUCE, J.	"	Lindsay G. S. & U. C. C.
" " 2.	DAWSON, A.	"	St. Mary's G. S. & U. C. C.
" " 3.	BRYANT, E.	"	Whitby G S.
" " 4.	MACBETH, T. T.	"	Hellmuth College.
" " 5.	CRYSLER, A	"	Simcoe G. S. & Galt. G. S.
" " 6.	MARLING, A. W.	"	Chatham G. S
" " 7.	THOMPSON, G. W.	"	St. Mary's G. S. & U. C. C.
" " 8.	AYLSWORTH, A.	"	Newburgh, G. S.
" " 9.	SECORD, H. C.	"	Hamilton G. S.
" " 10.	CHRISTIE, D.	"	Guelph G. S.

FACULTY OF LAW.

SECOND YEAR	1.	BROUGH, C. A.
" "	2.	KINGSFORD, R. E.

FACULTY OF MEDICINE.

THIRD YEAR		ZIMMERMAN, R.
SECOND YEAR		CLOSE, J. A.
FIRST YEAR		FREEMAN, M. I.

FACULTY OF ARTS.

FIRST YEAR.

Classics	1.	MACBETH, T. T. (treble.)
"	2.	BRUCE, J.
Mathematics	1.	MANLEY, F. F.
"	2.	GLASHION, J. C. (double)
Modern Languages and Natural Sciences		MACBETH, T. T.
General proficiency	1.	MACBETH, T. T.
" "	2.	DAWSON, A.
" "	3.	AYLSWORTH, A. B.
" "	4.	GLASHAN, J. C.
" "	5.	MARLING, A. W.
" "	6.	THOMPSON, G. W.

SECOND YEAR.

Classics.....1. WALLACE, F. H. (treble.)
" .....2. YULE, J. C.
Mathematics..... { KING, W. F. (double.) MILLIGAN, H. P.
Natural Sciences ..... HAMILTON, J. B.
Modern Languages with History ..... WALLACE, F. H.
Logic, Metaphysics and Ethics ..... ROBERTSON, W. J. (double.)
General proficiency .....1. WALLACE, F. H.
" " .....2. ROBERTSON, W. J.
" " ..... 3. KING, W. F.
" " .....4. SHAW, G. E.
General Proficiency in subjects other than Classics and Mathematics..... LONG, J. H.

THIRD YEAR.

Classics.....1. FLETCHER, J. (treble.)
" .....2. WHITE, J.
Mathematics..... KILLAM, A. C. (double.)
Natural Sciences..... GIBSON, J.
Modern Languages ..... FLETCHER, J.
Metaphysics and Ethics ..... SCOTT, H. J.
General Proficiency .....1. FLETCHER, J.
" " .....2. KILLAM, A. C.

PRIZES.

Oriental Languages.....THIRD YEAR.....McKEE, S. J.
" " .....SECOND YEAR.....TORRANCE, R.
" " .....FIRST YEAR..... { BARR, I. McDONALD, C. D.
English Essay..... ...HOUSTON, W.
Meteorology..... FOTHERINGHAM, T. F

PRINCE'S PRIZE.

FLETCHER, H.

RETURN

To an Address of the Legislative Assembly to His Excellency the Lieutenant Governor, praying that he will cause to be laid before the House a Return of all correspondence in reference to the purchase of the Agricultural Farm; copies of all Reports as to the nature and character of the soil, the location of streams, springs, and an estimate of the amount expended by the Contractors towards the erection of an Agricultural College; also copies of all Reports respecting the working of Agricultural Colleges in other countries.

By Command,

PETER GOW,
Secretary.

Provincial Secretary's Office,
Toronto, 29th Feby, 1872.

1. Copy of Report by Rev. W. F. Clarke, on Agricultural Education.
2. Extract of Report by the Secretary of the Bureau of Agriculture to the Commissioner.
3. Memorandum of Lands purchased, and cost.
4. Copy of Departmental Architect's First Certificate to the Contractors for College Buildings.
5. Copy of letter of Rev. W. F. Clarke to Provincial Secretary.
6. Copy of the Commissioner's Letter to the President of the Agricultural and Arts Association, and of the Report of the Council of the Association, as to the eligibility of the land purchased for the purpose, in the township of Etobicoke.
7. Copy of the Commissioner's Letter to the same, and of the Report of the Council, as to the eligibility of certain lands examined, for the same purpose, in the vicinity of the Town of Guelph.

APPENDIX TO REPORT OF THE COMMISSIONER OF AGRICULTURE AND ARTS.

Report of the Rev. W. F. Clarke on Agricultural Education.

To the Honourable John Carling,
Commissioner of Agriculture, &c.

Dear Sir,—I had the honour to receive from you some months since the following commission:—

"You are hereby commissioned to visit the leading Agricultural Colleges in the United States, and report thereon to this Department, your report to embrace, among others, the following particulars:—

"The establishment, cost and mode of sustaining such Colleges, with the experimental or model farms attached; their management; the course of study pursued at them; the professorships in them, the attendance of students; the estimation in which these Institutions appear to be held in the United States; their practical working; the results of their operation so far as can be ascertained; the expense of their maintenance and the extent to which by fees, manual labour or otherwise, they are self supporting.

"You are also commissioned to visit the United States Department of Agriculture at Washington, and ascertain by what methods it aims to promote the farming interests of the adjacent Republic.

"On your return, you will, at your earliest convenience, embody the results of your observations in a report to this Department; and also submit an economical and practical scheme for the establishment of an Agricultural College in this Province. You will also furnish this Department with any suggestions your tour may enable you to make, whereby its serviceableness to the Agriculture of this Province may be enhanced."

As you have already been apprized by me, a variety of unforseen circumstances, ill health among the number, have prevented an earlier fulfillment of the task you were pleased to assign me, and I have now, at length, the honour to report to your Department as follows:—

In pursuance of the instructions given me, I visited several of the more prominent Agricultural Colleges in the United States. It will hardly be necessary for me to give in detail the particulars of each such visit, inasmuch as the object of this report is not historical but practical. Among the Institutions visited by me, there are two, one at the East and the other at the West, which may be regarded as exemplary, if not model in their character, viz.: those of Massachusetts and Michigan. Some account of these two Colleges will probably suffice for the ends to be accomplished by this report.

It may however be premised that the Agricultural Colleges of the United States are indebted, some for their very existence, and all for their efficiency, to that Act of Congress passed in 1862, by which a munificent land grant was made to every State in the Union, for the permanent endowment of such Institutions. The purpose of this donation is thus stated by the originator of the Bill: "To establish at least one College in every State, upon a sure and perpetual foundation, acceptable to all, but especially to the sons of toil; where all the needful sciences for the practical avocations of life shall be taught; where neither the higher graces of classical studies, nor that military drill our country now so highly appreciates will be ignored, and where agriculture, the foundation of all present and future prosperity, may look for troops of earnest friends, studying its familiar and recondite economics, and at last elevating it to that higher level, where it may fearlessly invite comparison with the most advanced standards of the world." Under this Act, each State became entitled to a quantity of public land, equal to 30,000 acres for each of its Senators, and representatives in Congress, under the census of 1860. It was provided that this land should be sold to the best advantage under the supervision of each State, and the proceeds invested as a perpetual endowment in safe stocks, yielding at least five per cent per annum. The Massachusetts Agricultural College owes its existence to the National Land Grant; that of Michigan was already in prosperous operation when the grant was made, but has, of course, received a considerable impetus from that wise and patriotic Act of Congressional Legislation.

Massachusetts Agricultural College.

The quota of land allotted to Massachusetts was 360,000 acres. The State Legislature was prompt to accept the grant, and proceeded at once to consider the best mode of appropriating it. A most important and much debated question in regard to agricultural education, viz.—whether the object can be best promoted by making agriculture one of many subjects taught in a general college, or by having a college specially consecrated to it, was thoroughly discussed by the ablest scholars, farmers and politicians of the State. The Governor strongly urged in his message, January, 1863, the bestowal of the land grant upon Harvard University, or rather upon those noble scientific institutions which are affiliated with that University. But, in spite of the conceded advantages of existing professorships in branches of study requiring to be taught in a course of agriculture, and of means of instruction and illustration in large libraries and costly apparatus, the Massachusetts Legislature decided to establish a separate institution as an Agricultural College, and after deducting one-tenth of the avails of the land grant for the purpose of buying a farm, as empowered to do by the Congressional Act, they appropriated two-thirds of the fund to the contemplated new College, and the remaining one-third to the Institute of Technology, in Boston. The location of the proposed Agricultural College was left in the hands of the Trustees, and a proviso in the Act required that $75,000 should be raised by voluntary subscription for the erection of buildings. This amount having been pledged by the town of Amherst, and an eligible site and farm of 383 acres having been secured in that town, at a cost of $41,000, the Agricultural College of the State was located there, and opened for the reception of the students in the autumn of 1867. At the date of my visit

the Institution had received the following moneys:—from the general United States Government, $168,000; from the Town of Amherst, $75,000; from the State of Massachusetts, $120,000, and from different individuals, $25,000; amounting in all to the sum of $388,005. This has been applied to the purchase of a model and experimental farm, as above mentioned, the erection of buildings, and various miscellaneous outlays for apparatus, &c. There is dormitory, boarding, class and lecture room accommodation for one hundred and ten students. Two students occupy a suite of rooms, having a study in common, and a bed-room and closet for each. There are seven dwelling-houses, two brick dormitory buildings, a large edifice called "College Hall," a botanic museum, a beautiful plant house, a spacious model barn and out-buildings. A further expenditure of about $100,000 is considered requisite to complete projected buildings, and provide furnishings, fittings, books and apparatus. This additional outlay would increase the capacity of the Institution so as to accommodate two hundred students. The faculty of the College consists of a President, who is also Professor of Botany and Horticulture; a Professor of Agriculture; a Professor of Military Science; a Professor of Mathematics and Physics; a Professor of Chemistry; a Professor of Modern Languages; together with sundry Instructors and Lecturers on a variety of special branches of study. Two classes of students are contemplated in the course of instruction which is provided, viz:—"Those who wish to obtain a thorough literary, scientific education, qualifying them to act well their part, not only as farmers and gardeners, but also as citizens and men; and those whose circumstances or wishes induce them to seek a more limited and practical course of instruction, with particular reference to farming as a profession." The regular course of study occupies four years, and those who complete it receive the degree of B. S. (Bachelor of Science). The Farm Superintendent gives daily instruction in the best methods of practical agriculture. Every student is required to labour two hours on alternate days, as a College exercise. For this no pay is given, but for all extra labour students are paid at the rate of 12½ cents per hour. Thus far more than half the students have voluntarily worked, more or less, for wages, as a means of reducing the cost of attendance at College. The expenses are as follows:—Tuition $12 per term: incidental expenses, $1 per term; boarding $3.50 per week; washing 50 cents per dozen; expenses of chemical laboratory to students of practical chemistry, $5 per term; public and private damages, including chemical apparatus, at cost; total expenses, inclusive of fuel and books, about $250 per annum. The last report of the Trustees of the College, holds it out as an inducement to students that, with the manual labor facilities provided, a young man of good talents, who is healthy and willing to work, can obtain a superior education at this Institution for $100 per annum, in addition to what he can earn on the premises. Most of the Agricultural Societies in the State have assumed the responsibility of paying the term bills of one or more students, the amount per annum of each being $54. These Agricultural Society Scholarships are offered for competition, and the candidates passing the most creditable examination become entitled to them. By this means, and the manual labour arrangement, a Scholarship student is at an outlay of not more than about $50 per annum. It speaks well for the reputation of this College, that it has been well filled with students ever since its opening in October, 1867, and that they have been chiefly farmers' sons who have been in attendance. No one is admitted at a younger age than fifteen, and thus far the students have averaged eighteen years of age. Nearly all have been full course students. This College is considered to have been remarkably successful. The State Legislature and wealthy agriculturalists deem it worthy of liberal appropriations and benefactions; and while it is too young to point with pride and triumph to any distinct marks of moulding power and usefulness as having been put forth on the agriculture of the State as yet, it is confidently believed that it will be able to do so at no very distant day. The total cost of its maintenance, inclusive of the farm, is about $20,000 pen annum, of which, term bills, farm produce, &c., pay about one-half, leaving about $10,000 per annum to be provided for out of the Endowment Fund. The course of studies pursued at the Massachusetts Agricultural College is as follows:

COURSE OF STUDY AND INSTRUCTION.

Freshman Year.

First Term.—Algebra. Human Anatomy and Physiology, Chemical Physics.
Second Term.—Geometry, French, Chemistry.

Third Term.—Geometry, French, Botany.

Lectures upon Hygiene, Chemistry, Botany, and Agriculture; and Exercises in Orthography, Elocution, and English Composition, during the year.

Sophomore Year.

First Term.— German, Agriculture, Commercial Arithmetic and Book-keeping.

Second Term.—German, Trigonometry, Analytical Chemistry with laboratory practice.

Third Term.—Mensuration, Surveying, Analytical Chemistry, Zoology, Drawing.

Lectures upon Comparative Anatomy, Diseases of Domestic Animals, Organic Chemistry, Dairy Farming, and Market Gardening; and Exercises in English Composition and Declamation, during the year.

Junior Year.

First Term.—Physics, French or German, Agricultural Chemistry with practice in the laboratory and the field, Drawing.

Second Term.—Physics, Rhetoric, Horticulture.

Third Term.—Astronomy, Systematic Botany, History of the United States.

Lectures upon Physics, Mineralogy, the Cultivation of the Vine, of Fruit and Forest Trees, and Useful and Injurious Insects; and Exercises in English Composition and Debate during the year.

Senior Year.

First Term.—Intellectual Philosophy. History, Physical Geography.

Second Term.—Moral Philosophy, Political Geography, the Civil Polity of Massachusetts and the United States.

Third Term.—Geology, Engineering, Political Economy.

Lectures upon Stock Farming, Architecture, Landscape Gardening, Geology, and English Literature; and Exercises in Original Declamation and Debate, during the year.

Exercises in Gymnastics, Military Tactics, and the various Operations of the Farm and Garden, through the course.

Michigan Agricultural College.

I proceed now to give a brief account of the Michigan Agricultural College, and without at all disparaging the institution already described, or any other, I am constrained to award the palm of superiority to it for the practical good sense, wise economy, determined energy, and encouraging success which have characterized its arrangements and history. In many respects it is especially worthy of being made a study by those who are anxious to establish on a sound basis, and without extravagant outlay, an Agricultural College in a new and rising country.

In the year 1855, the Michigan Legislature made an appropriation of forty thousand dollars for the establishment of a state agricultural school. A tract of land, some three miles east of Lansing, the state capital, was purchased. It consisted of 676 acres of heavily timbered land, and was nearly in a state of nature at the time of purchase. A site for the necessary buildings was chosen, and a beautiful natural park formed by wisely leaving here and there suitable trees already well-grown and firmly established in the soil; an example of what every farmer in a new country might do, but for that wholesale and indiscriminate tree-slaughter which the settler appears to regard as his first and most imperative duty. Artificial planting, with fifty years of growth, would not have embellished the grounds of this college more richly than they have been by a judicious disposition of the original occupants of the soil. A college building, 100 feet by 50, and a boarding-house of nearly equal size, each three stories high and of brick, were at once erected, and the institution was formally opened with appropriate services on the 13th day of May, 1857, in presence of the Governor, a goodly

representation of state officials, and a large concourse of citizens from various parts of the State. A central building somewhat ornamental in style, but planned with a view to obtaining the most accommodation with the least outlay, has since been erected.

This Institution, as already stated, was in an effective condition at the time that the Great National Land Grant was made. It then became possessed of 240,000 acres of land, all located within the State of Michigan, and with a minimum price of $2.50 per acre, fixed by law. In addition to this munificent endowment, the State Legislature vested in the College the ownership of about 6,000 acres of swamp land, considered to be worth at least $30,000, and increasing in value. As yet, the lands donated by Congress remain unsold, and thus far the support of the College has come from the State. But, the possession of these lands has inspired the friends of the Institution with great enthusiasm, and produced an important moral effect by the certain prospect of ample means to provide for the operating of the College in all time to come. From the very outset, this Institution appears to have gone on prosperously, and without any serious drawback. During the past year the number of students was eighty-two, representing twenty-six counties of the State. Of this number, sixty-two were sons of farmers. Three hundred and fifty acres of the farm are now cleared, and in great part freed from stumps. Roads, fences and bridges have been built, and a large amount of grading and ditching done. It is a peculiarity of this College, that by legislative enactment, it is required "That three hours of each day shall be devoted by every student to labour upon the farm, and no person shall be exempt, except for physical disability." This requirement of labour is made, not only because it is remunerative to the students, but because it is educational and calculated, at a period when tastes and habits are formed, to induce love of work and sympathy with the working classes. It is found that, as a matter of fact, students who pursue a College course without labour, rarely engage in industrial pursuits, and it has been urged as an objection against agricultural Colleges, that they will tend to divert their pupils from the actual work-a-day life of the farm, to professional pursuits. Special pains are taken, therefore, at the Michigan Agricultural College, to render labour honourable and attractive. The officers of the Institution work with the students, or personally superintend their work. The Professors of Agriculture and Horticulture, the Foremen of the farm and garden, and the Foremen of the green-house are always out with the students during their work, while the Professor of Chemistry and other officers often are so. It is aimed to connect the labour and studies of the students as far as possible. Lectures are sometimes given in the fields and stock-yards, and the principles learned from the class-books are, as frequently and fully as can be done, illustrated in the work-shop, on the farm, and in the garden. After a thorough trial of its merits, the Trustees and Faculty of the Institution cling very tenaciously to the manual labour feature of the College, and regard it as intimately connected with its prosperity and usefulness. That the system of labour pursued here has proved a success is undeniable, while it is equally certain that in some other Institutions it has proved a failure. The reasons for this difference, as given by the friends of the Michigan Agricultrual College, are these:—that requiring all students, without exception, to labour, effectually prevents the springing up of caste among them, while participation in actual work by the officers of the Institution themselves, does much to make labour appear respectable and inviting to the young men. That there is much force in these considerations no thoughtful mind can deny.

The requirements for admission to this College are thus fixed by law:—"No student shall be admitted to the Institution who is not fifteen years of age, and who does not pass a satisfactory examination in arithmetic, geography, grammar, reading, spelling and penmanship." The law also says, the College "shall be a high seminary of learning, in which the graduate of the common school can commence, pursue and finish a course of study." The chief objects contemplated by the College are these:—1st. To impart a knowledge of science, and its application to the arts of life. Especially are those sciences taught which relate to agriculture and kindred arts, such as Chemistry Botany, Zoology, and Animal Physiology. 2nd, To prosecute experiments for the promotion of agriculture. In this important respect very valuable service has already been rendered. 3rd. To afford the means of a general education to the farming class.

Tuition is free to all students from the State of Michegan. Outsiders are charged twenty dollars per annum. Board and washing are provided at the College Boarding Hall at cost, which was during the past year, $3.25 per week for board, and forty-two cents per

dozen for washing. A charge of $6 50 per year is made for incidentals. Room rent is four dollars a year. The rooms are furnished with bedsteads and stoves; what else is requisite, the students must provide for themselves. The terms are so arranged as to give a long winter vacation, affording students an opportunity for teaching. What is thus earned in addition to the wages received for labour during the term, will, if he be industrious and economical, enable the student to defray a large portion of his College expenses. The annual cost of the Institution is rather more than $10,000, and as tuition is free, nearly all this amount must be provided either by legislative appropriations or from the proceeds of the endowment. There is already much pleasing evidence of the usefulness of this College, and of its high and growing appreciation by the farmers of Michigan. A good proportion of its graduates are engaged in practical agriculture. Four of its graduates have become Professors in Agricultural Colleges. Its influence is very perceptible upon the surrounding farm region. At present, the faculty of instruction consists of a President, who is also a Professor of mental philosophy and logic; a Professor of Animal Physiology, and Practical Agriculture, who is also a Superintendent on the farm; a Professor of Chemistry; and a Professor of Botany and Horticulture, who is also Superintendent of the gardens; and a professor of English literature. The Course of Instruction is as follows, occupying when fully taken four years, but suitable persons may be received for a less time to pursue a special course of study.

COURSE OF INSTRUCTION,

Freshman Class.

First Half Year.

Algebra—Robinson.	Geometry—Robinson.
History—Weber.	Book-keeping—Bryant & Stratton.

Second Half Year.

Trigonometry—Robinson.	Practical Agriculture.
Surveying—Davies	Geology—Dana.

Sophomore Class.

First Half Year.

English Literature—Chambers, Spalding.	Botony—Gray.
	Elementary Chemistry—Youmans.

Second Half Year.

Entomology—Packard	Botany—Gray, Darlington, Lindley.
Analyltical Chemistry—Fresenius.	Horticulture.

Junior Class.

First Half Year.

Physics—Snell's Olmstead	Inductive Logic—Herschel.
Agricultural Chemistry—Johnston.	

Second Half Year.

hysics—Miller.	Animal Physiology—Dalton.
Rhetoric—Whately, Day's Praxis.	

Senior Class.

First Half Year.

Zoology—Carpenter.	Astronomy—Snell's Olmstead.
Practical Agriculture.	French—Fasquelle.
Mental Philosophy—Wayland.	

Second Half Year.

Landscape Gardening—Downing, Kemp.
Civil Engineering—Mahan.
Moral Philosophy—Haven.
Political Economy—Carey, Walker.
French—Fasquelle, De Fivas.

Declamations and Compositions throughout the entire course.

Particular attention is called to the course of study as laid down above. It is believed to be sufficient to impart thorough mental discipline and such information as is required by the general student. Its peculiar feature is the prominence given to physical sciences. Botany, Chemistry and Animal Physiology are pursued from one to two years each. Practical Agriculture, Horticulture, Stock-breeding, Entomology and Meteorology are prominent features of the course.

It is believed that students who complete the course will be qualified to follow agricultural pursuits with intelligence and success; or should some other profession seem more congenial, they will have the discipline and scientific acquirements that will enable them to pursue with profit the studies preparatory to entering it.

As text books are liable to be changed, students are advised not to purchase books in advance without consulting officers of the college.

SELECT COURSE.

Persons of suitable age and acquirements, who desire to pursue one or more of the branches of study more closely related to Agriculture (such as Chemistry, Botany, Animal Physiology, etc.), may be received for a less time than is requisite for the full course.

As affording evidence of the comprehensive and exhaustive character of the teaching at this college, I subjoin the programme of topics published by the Trustees of the institution. It is an admirable synopsis of what requires to be taught at a School of Agriculture.

DEPARTMENTS OF INSTRUCTION.

Elementary Chemistry.—The primary forces—Heat, Light, Electricity, Magnetism, etc.; Chemical affinity and laws of chemical combination; Elementary substances—their history, properties, combination and uses; Application of Chemistry to the arts and manufactures; Organic Chemistry. In the study of Elementary Chemistry, the facts and principles of the science are illustrated by experiments.

Analytical Chemistry.—General Analysis; Analysis of soils; Analysis of Minerals, Use of the Blow-Pipe; Analysis of Manures; Analysis of the Ashes of Plants; Alkalimetry and Acidmetry. In prosecuting Chemical Analysis, the student spends three hours a day in the laboratory, under the direction and supervision of the Professor in Chemistry, applying with his own hands the tests required to determine the composition and properties of bodies, thus securing a practical knowledge of the methods employed in these investigations.

Agricultural Chemistry.—Formation and composition of soils; the relations of air and moisture to vegetable growth; connection of heat, light and electricity with growth of plants; Nature and source of food of plants; Chemical changes attending vegetable growth; Chemistry of the various processes of the farm, as plowing, fallowing, draining, etc.; Preparation, preserving, and composting of manure; artificial manures; methods of improving soils by chemical means, by mineral manures, by vegetable manures, by animal manures, by indirect methods; rotation of crops; chemical composition of the various crops; chemistry of the dairy. The instruction in Chemistry is imparted both by lectures and text books.

Meteorology.—The instruction in Meteorology is imparted by lectures. Constitution and weight of the Atmosphere; Barometry; Thermometry; the variations of temperature and relations to climate; atmospheric moisture; Hygrometers; Motions of the

Atmosphere; Anemometers; Winds, Trade Winds and Anti-trades; Monsoons; Land and Sea Breezes; Precipitation of Moisture; Dew; Hoar Frost; Fog; Clouds; Rain; Snow; Hail; Theory and Laws of Storms; Electrical Phenomena; Atmospheric Electricity; Thunder Storms; Aurora Borealis.

Practical Agriculture.—*First Year*—Laying out of farms, Arrangement and planning of farm buildings; Farm implements; General principles of tillage: Principles of drainage; Laying out and construction of drains, Methods of seeding; Harvesting of crops; Principles of stock-breeding; Breeds of domestic animals—their characteristics and adaption to particular purposes.

Fourth Year.—General principles of farm economy: Manures—their management and mode of application; Succession of crops; Preparation of the soil for particular crops; Cultivation of crops; Management of grass lands; Stock husbandry; Care of animals and principles of feeding. Fattening of animals; Management of sheep. In addition to the above course, instruction is given in the field in the various manual operations of the farm.

Logic and Philosophy.—Very special prominence is given to *Inductive Logic*, embracing, in particular, the methods of securing exactness in our observations of natural phenomena, and of eliminating error from experiments or comparisons of phenomena while endeavouring to ascertain natural laws. Attention is also given to the principles of classification and nomenclature. The books brought prominently before the student's notice are Herschell's Discourse, Mill's Logic, and Whewell's Novum Organon Renovanum; about the same attention is given to *Mental Philosophy*, *Moral Philosophy* and *Political Economy*, as is given in other Colleges.

Botany.—A course is first given in Physiological Botany: Systematic Botany is then taken up, the natural orders being studied as to their Botanical characteristics; their size and geographical distribution; their relative importance; the genera and species having agricultural value; those having commercial or medical value; those having ornamental value; and those which are obnoxious or detrimental, such as weeds or poisonous plants. The orders are illustrated by diagrams, and numerous living and dried specimens. The living specimens are dissected and examined by the student, and their genera and species determined. The indigenous plants, together with those cultivated in the gardens and grounds afford material for the study of this department of Botany. In the study of Vegetable Physiology, structure is illustrated by means of diagrams. Several excellent microscopes are used in the study of minute structure,

Horticulture.—In the course in Vegetable Physiology, the relations of that science to Horticulture are pointed out. The Sophomore class being employed during the year in the gardens and college grounds, is afforded excellent opportunities for the application of the instruction received in the class-room. It is intended that each student shall have practical experience in every cultural operation. In addition to these methods of instruction, a course of lectures is given on the history, theory and practice of Horticulture.

Landscape Gardening.—In this study Kemp and Downing are used as text-books. Each student is required to form a plan in detail of some grounds assigned him by the instructor. The several grounds assigned to the students are first examined by them in company with the Professor. Some particular uses, and limit of means are supposed to be imposed, and the plans then made are subjected to criticism.

Animal Physiology.—In this department particular attention is given to the Anatomy and Physiology of domestic animals. The course is illustrated by anatomical preparations and diagrams, representing the comparative structure of the organs of locomotion, digestion, circulation, respiration and reproduction of each branch of the animal kingdom. Dissections of animals are made, to render the student familiar with the appearance, situation and relation of the organs of the animal system in a state of health, and the changes produced by disease. Opportunities are given for the study of the minute structure of the various tissues by means of the microscope.

Zoology.—Principles of the classification of animals, as founded on their structure and embryonic development. Descriptive Zoology, comprising the systematic arrangement of animals in accordance with their natural affinities, in classes, orders, families, etc.; habits and geographical distribution of animals.

Entomology.—The course in Entomology is illustrated by a valuable collection of native and exotic insects. Particular attention is given to the study of species injurious to

vegetation; and the best method of checking their ravages are discussed. Students by collecting and preserving specimens of our native species, become familiar with their habits in their several stages of development. The principles of bee-keeping are explained, different hives exhibited, and pains taken to make the student practically familiar with the management of the Apiary.

Mathematics and Civil Engineering.—Algebra, Geometry, Plane Trigonometry, Spherical Trigonometry, Analytical Geometry, Surveying, Levelling, Plotting, Mechanics, Strength of Materials, Arches, Framing, Bridge and Road Building. Students have the use of Chain, Compass, and other instruments for practice; and receive instruction in the field as well as in the Lecture Room, each student being required to take charge of the field surveys, and to become practically acquainted with the use of the Level.

Physics.—The applications of Geometry and Trigonometry to the motion of bodies, laws of motion, falling bodies, composition and resolution of motion, centre of gravity, collision of bodies, the mechanical powers, the pendulum, central power, projectiles, machinery, friction, fluids, pneumatics, reflection of light, mirrors, etc.; occupying one half year. The College possesses apparatus for illustration in this department of study.

Chemical Physics.—Weights and measures; specific gravity; electricity; cohesion; adhesion; diffusion of liquids and gasses; influence of light on chemical attraction; sources, nature and laws of light; spectrum analysis; heat; measurement of heat; thermometers and pyrometers; equilibrium of temperature; specific and latent heat; atomic relations of heat; electricity and magnetism; correlation and conservation of forces.

Geology.—A course of daily recitations on Geology during the second half of the Freshman year is illustrated by maps, diagrams and specimens.

Language and Literature.—Instruction in this department is given by means of text books and lectures. History of English Literature. Rhetoric—arguments, conviction, persuasion, fallacies in reasoning, style. Select portions of English Classics receive critical examination in a course of reading prescribed for each class. The Juniors read Milton, and the Seniors Shakespeare.

In English Composition the classes receive regular and systematic instruction in the art of the selection, arrangement and expression of the matter relating to their topics. Each student has an exercise in composition or declamation, every fortnight, throughout the course, the Juniors and Seniors speaking original pieces.

The members of the Senior class deliver original declamations on the last Wednesday of each month, and the members of the Junior Class on the second Wednesday of each month.

French is taught three fourths of a year to the Senior Class.

Lectures.—Public Lectures by members of the Faculty in rotation, are given to the students in a body. These Lectures are delivered every Wednesday afternoon, not occupied by the public rhetoricals of the Juniors and Seniors. Up to this date the subject matters of these lectures has been as follows:—Pres't Abbot, on Homer, and how to use the eye; Prof. Miles, on how to construct the farm house, and how to construct farm buildings; Prof. Kedzie, on Chemistry of projectiles and gunnery, and on the Spectroscope; Prof. Prentiss, on motio in plants; Sec. Howard, on permanent pastures; Prof. Fairchild, on the reflex influence of school-keeping; Prof. Cook, on the honey bee; and Instructor Tracy, on how to beautify the house and its surroundings.

Labour.—Each student, not exempt for physical disability, is required to labour three hours a day on the farm or in the garden. The number of hours may be increased to four or diminished to two and a half. Some compensation (see means of defraying expenses) is allowed; but the labour is regarded as an essential part of the educational system of the College, and is performed with special reference to illustrating and applying the instructions of a Lecture Room. Students are not employed in those kinds of work only in which they may be most proficient, but, as the work is classified, each is made acquainted with all the operations of farming and gardening. The Sophomore Class work the entire year under the direction of the Professor of Horticulture. The Juniors spend the year under the direction of the Professor of Practical Agriculture. The other classes alternate between the farm and gardens.

MEANS OF ILLUSTRATION.

1. A farm of 676 acres, of which about three hundred are under cultivation.
2. Botanical gardens of trees, shrubs and herbaceous plants, and a commodious greenhouse.
3. Vegetable gardens, small fruit garden, apple orchard, pear orchard, general lawn and grounds.
4. Galloway, Ayrshire, Devon and Short Horn Cattle; Essex, Berkshire, Suffolk and Chester, White Swine; Southdown, Cotswold, Spanish Merino, and Black-faced Highland Sheep.
5. Chemical Laboratory and Apparatus.
6. Philosophical and Mathematical Apparatus.
7. A Museum of Animals and Minerals.
8. The Cooley Herbarium—a very valuable collection of plants.
9. Museum of Vegetable Products.
10. Library and Reading Room.
11. Buildings, Workshops, Tools, &c.

Agricultural Department at Washington.

In accordance with your instructions I visited the United States Department of Agriculture at Washington. Unfortunately, the Commissioner, Hon Horace Capron, was absent on a tour in the Southern States at the time of my visit. The Chief Clerk, Mr. McLain, and the Entomologist, Mr. Townend Glover, did all in their power to promote the objects of my visit, and showed me much polite attention. I found that the Department had but recently become established in a spacious and beautiful five-story edifice, newly built for its occupancy, and that the grounds and surroundings were under process of laying-out and being improved. Additional buildings were under construction, especially a most extensive glass conservatory, in which it is intended to test and propagate every description of new plant, whether useful or ornamental.

The chief business of the Department as at present conducted, appears to be collect and diffuse useful information in regard to agriculture and horticulture. Correspondence is had with all parts of the country, and investigation kept up of European records of experimental science, the transactions of societies, and official bulletins and publications. The matter thus collected is condensed, arranged, tabulated, and the gist of it embodied in a monthly report. There is not, as I had been led to suppose, a net work of remunerated agencies all over the country, for supplying crop statistics and reports, but the Department depends upon unpaid correspondents who furnish information voluntarily and gratuitously. As might be expected, the work is done irregularly and imperfectly; so that only approximate returns can at any time be given. As with ourselves, the need is felt of some systematic and trust worthy mode of collecting facts, especially during the seeding, growing and harvest seasons. A yearly volume of great value is published by the Department, which embodies in permanent form, the results of the enquiries and investigations pursued from time to time, and is particularly useful from its furnishing information as to the best methods of cultivation and the newest improvements in the manipulation and management of matters pertaining to the farm and garden. These volumes as thus far issued, are in themselves a most varied, comprehensive, and instructive library of agriculture and horticulture.

The Department has under its supervision a chemical division which is constantly engaged in the examination of minerals, ores, earths, products from various manufactures, special investigations in technical branches of industry, and analyses of field products. A recent work undertaken by this division has been the chemical analysis of average samples of the cereal crops collected from all parts of the United States and Territories, with a view of determining their relative richness in food elements. A thoroughly furnished laboratory and every appliance of modern art and science, enable the Department to pursue investigations and try experiments which no individual society or institution could successfully prosecute. A mineralogical cabinet has been commenced in connection with this division, which already contains a large number of choice specimens.

The entomological division, under the care of Professor Glover, is in a state of great

efficiency. I know of no insect collection comparable with that which has been brough together by the labours of the gentleman just named, who unites with high competency, as an entomologist, rare skill as an artist, and can not only set up the actual insect specimen in the very best manner, but produce life-like illustrations of it, doing with his own hand the work of both draughtsman and engraver. The ravages of insects have of late years entailed immense losses upon agriculturists and horticulturists, and it is impossible to over-estimate the importance of the service rendered by this division of the Department to the interest of the farm and garden. Professor Glover carries on an extensive scientific correspondence with entomologists in various parts of the world, and it was with no small pride and pleasure that I learned from him, that his most valued and useful correspondent was a Canadian amateur, Mr. William Saunders, of London, Ontario. A museum of natural history, native and foreign vegetable and flower specimens, and seeds, is an adjunct of this division.

The distribution of seeds and plants is another method by which the Department seeks to promote the farming interests under its supervision. During the year 1868, no fewer than 592,398 packages and papers were distributed, including 32,127 sacks of winter wheat specially imported to furnish the country with a change of seed, This extensive distribution was made through the following channels. Members of Congress, 223,672; Agricultural and Horticultural Societies, 98,861; Statistical correspondents, 86,391; individuals on applications, 183,474; total, 592,398.

The investigation of diseases among farm stock has been by no means the least important service rendered by the Department to American Agriculture. On the breaking out of the Texan fever among cattle, the Commissioner promptly engaged the services of Professor John Gamgee, of the Albert Veterinary College of Loudon, England, to investigate its character, causes, and means of prevention and cure. The speedy and effectual check put upon that virulent malady, is largely to be attributed to the energetic and thorough manner in which it was dealt with by the Department.

Lastly, I may mention the experimental garden, under the care of Mr. Saunders, which although only five acres in extent, is marvellously comprehensive and varied in its contents. Here new vegetables, flowers, ornamental plants, shrubs, and fruits, are carefully grown and thoroughly tested, under the eye of one of the most intelligent, skilful, and experienced horticulturists of the age. Among other new aspirants to favour in the world of horticulture, I was pleased to find here specimen plants of the new hybrid grapes and raspberries originated by Mr. Charles Arnold, of Paris, Ontario, and to hear from Mr. Saunders very flattering and hopeful opinions in regard to them.

The Department finds itself cramped in every direction by want of means to render itself widely and thoroughly useful. In the United States, as here, the farming interest is not sufficiently represented in the halls of legislation to secure that attention to the great foundation source of a nation's strength and wealth, which its intrinsic importance demands and deserves. There is reason to hope, however, that this evil is, all the world over, in process of cure.

Suggestions for establishing an Agricultural College for Ontario.

In fulfilling that part of my commission which enjoins it upon me to "submit an economical and practical scheme for the establishment of an Agricultural College in this Province," I feel no small degree of hesitation and diffidence, in view of the magnitude of such an undertaking, and the difficulties which beset it. Besides personally visiting and inspecting several of these institutions, I have, since I had the honour to receive a commission from you to report on this subject, made it my business to read up in regard to it, and attentively consider the various discussions, plans, and experiments which may be said to form the literature and history of agricultural education. I find remarkable unanimity of opinion among leading agriculturists of the world, as to the importance of special training for the business of farming, the duty of the State to provide the means of such training for its young men. I find also a very decided preponderance of opinion that such training to be thoroughly efficient, must be provided by the establishment of Agricultural Colleges distinct from Colleges and Universities of a general, literary, and scientific character. I do not know of an instance in which a Chair of Agriculture connected with a general institution of learning has

been successful in drawing around it any large body of students, or exerting any appreciable influence upon the agricultural interests of a community or country. As with the Professorship of Agriculture in our own Provincial University, though filled by one of the ablest agriculturists of the age, the one word *failure* gives the history of all such arrangements. Agriculture is overshadowed by other studies; farming elbowed out by other professions; agricultural students feel themselves of an inferior grade to those who are studying for the legal, medical, or clerical professions; and operated on by a variety of unfavourable influences, the agricultural class in a general College or University, is invariably a dwindling and unsuccessful affair. It would seem as a matter of theory, that a school of agriculture affiliated with our noble Provincial University and profiting by its existing facilities for pursuing such studies as though pertaining to a general literary course, are also cognate and necessary to an agricultural course, ought to prosper and be widely useful, but stubborn facts refuse to sustain the theory, and prove beyond successful dispute that to teach agriculture effectively, there must be a separate College for the purpose, with a model or experimental farm attached, where the students can be taught practice as well as principles, and where without sacrifice of respectability or loss of caste, they can doff the gown and trencher, put on the smock-frock and handle the dung-fork or the hoe, in the actual manipulations of farm-work. This is just as needful in a process of agricultural training, as it is that medical students should have hospital practice, or that students of law and divinity should have exercise in elocution and public speaking. I would therefore very strongly urge, that if anything be attempted in the way of an Agricultural College for Ontario, as I fervently trust there will, no design be entertained to connect it in any way with the University of Toronto or any other existing institution of learning, or indeed to locate it in Toronto or any other leading city of the Province, but that the choice be made of some country town of sufficient size to furnish society, market, and business facilities; that the place chosen to be the centre of some such wealthy agricultural region as there is no lack of in our magnificent Province; and that there where it can exert an influence peculiarly its own, would be surrounding public sentiment to respect for the dignity of labour, and be strong in the affections of an advanced agricultural population, it pursue that beneficent and useful career, which I feel sure, were it established wisely and well under such circumstances, would be predestinated for it. An "economical" scheme cannot, I fear, be out lined for such an institution, if by "economical" I am to understand that its cost is to be small It would no doubt be practicable to start a so-called agricultural school at a very trifling outlay, but no great success could be augured for a cheap and easy affair. What is really valuable usually costs considerable, either in money or labour, or both. To do anything in the line of an Agricultural College worthy of our noble Province, would require a grant of at least Fifty Thousand Dollars for the purchase of a farm and the erection of buildings, and an appropriation of Ten Thousand Dollars per annum. That this outlay wisely expended would be one of the best investments Ontario could make I do not for a moment doubt; neither do I doubt, that, averse as farmers in general are to increased taxation, there would be any difficulty in obtaining a very decided vote for such an outlay from them, were the nature and advantages of the undertaking thoroughly set before them.

In regard to a "practical" scheme, I would say, that, without servile copying, an approximation to the Michigan Agricultural College, would, I believe, best meet the wants of this Province, and I would urge in the strongest manner, that the wise example of the Legislature of that State, in making manual labour an organic law of the College, be imitated by our Legislature, in any measure that may be passed for the establishment of such an institution for the benefit of our own country.

Perhaps it may be well for me to mention another scheme, which though in my opinion, of inferior merit to the one just sketched, is nevertheless "economical" and "practical," and may possibly secure more public favour than that already stated. It is the selection of a locality for an Agricultural College at some point of ready access by water or projected railway communication in the Free Grant region of unsettled public lands; to appropriate to the purposes of such College, a grant of say. Twenty Thousand Acres of land; appoint a board of Trustees for the College, who shall cause a town site to be surveyed, and from the sale of town and adjacent farm lots and such other aid as may be supplied by Legislative grant, erect buildings, clear and stock the model or experimental farm, and so set going an institution of the kind contemplated. *Dilettanti* agriculturists will doubtless ridicule such

a plan, but home-bred farmers who have been through the rough and tumble of bush life will not fail to see many advantages about it. Not a few experienced old settlers who have sons they would like to educate for the farm, would help to colonize a College town; the prospective advantages of such a location would put value on the wild land and make it command a good price from the outset; a community like-minded and with common sympathies as to agricultural education, would cluster about the spot; it would soon have an influential public sentiment of its own and be a mighty educator, while it would give a great impetus to the settlement of the Free Grant region of country, and repay to the Province far more than its cost

I cannot do justice to my own convictions in regard to Agricultural Education without stating that it is not simply a College our Province wants, but more prominence given to agriculture in our educational arrangements generally, especially in connexion with our Common School system. I have a profound impression that to do this thing thoroughly, we must have agricultural text books and training in all our institutions of learning from the very humblest upwards. Important agricultural principles can be taught by object lessons and otherwise, to children that are yet unable to read, and if we are ever to have an agricultural population thoroughly taught and trained for farm life, we must begin with our young people at the earliest and most plastic period of their history. I am glad to learn that our able Superintendent of Education has a text-book of first lessons in agriculture in preparation for use in our Common Schools. and though I have had no consultation or communication with that respected official in relation to the matter, I take pleasure in expressing the very highest appreciation of such an endeavour to get the elementary principles of agriculture inculcated upon our youth. It is manifest. however, that if agriculture is to be taught well in our schools generally, the teachers must be qualified to do it, and I would, therefore, urge the establishment of an agricultural lectureship and classes in the Normal School, and devotion of a considerable share of time and attention to this important subject.

With even more of hesitation and diffidence than I feel in propounding an Agricultural College scheme, do I approach the final duty assigned me in the commission entrusted to me; viz: to "furnish this Department with suggestions whereby its serviceableness to the Agriculture of this Province may be enhanced." I entertain the conviction that some sweeping changes are needed in the management of our agricultural affairs, but they could hardly be accomplished without considerably widening the powers of the Commissioner, and perhaps it would be premature, if not presumptuous on my part, to outline in full such a Government scheme as, in my view, would be required thoroughly to meet the necessities of the case. I do not, however, hesitate to express the opinion that the functions of the Department ought without delay to be so far enlarged as to take in the active prosecution of those methods of promoting agriculture described in an earlier part of this report as characteristic of the United States Department of Agriculture at Washington, which certainly does none too much for the farming interests of the adjacent Republic. I would lay especial stress upon the recommendation that something be done to render Entomology of practical service in this Province, after the example set us in this respect by our American neighbours.

It is almost needless to repeat here what has been already so explicitly urged in the foregoing Report, with regard to the desirableness and importance of establishing a Provincial Agricultural College, and making it part of a graded system of public instruction in the various branches of knowledge essential to scientific farm maangement. I sincerely hope that some well-considered scheme of this sort may speedily commend itself to the Government and Legislature of Ontario.

Finally, among other methods of rendering service to the agricultural interest, I think your Department would do well to employ an able lecturer to visit all parts of the country, address meetings of farmers, promote the organization of Farmers' clubs, rouse attention to the necessity of improved methods of agriculture, and urge the importance of a higher standard of mental culture, and a general uplifting of that noblest and yet most despised of human pursuits, LIFE ON A FARM. I do not at this time enter into argument in support of the suggestions I venture to throw out; to do so would unreasonably protract this report; but I hold myself in readiness to supplement this report by way of appendix, evidence, quotation of authorities, and array of facts, as may hereafter be found needful or expedient. I regret that this commission did not fall into abler hands, but "if I have done slenderly or meanly it is that which I could attain unto"; if I have appeared on any point presumptuous or dog-

matic I beg that it may be attributed to warmth of interest in a favourite pursuit; and respectfully submitting all to your official consideration and judgment,

I am.

Your most obedient servant.

WM. F. CLARKE.

GUELPH, June 8th, 1870.

Extract from the *Report* of *George Buckland Esq., Secretary* of *the Board of Agriculture and Arts*, to the Honourable the Commissioner of Agriculture and Public Works, dated December 1871, on the proposed Agricultural College and Experimental Farm, in the Township of Etobicoke, near the Mimico Station on the Great Western Railway.

SCHOOL OF AGRICULTURE AND EXPERIMENTAL FARM.

During the last session of the Legislature, a proposal was made to establish in thi, Province, a School of Agriculture, in connection with an illustrative or Experimental Farms and a liberal grant of money was voted for the purpose of purchasing the requisite amount of land, and the erection of school buildings. It was deemed desirable that the instituti on should be located within a convenient distance of the Capital of Ontario, and near to a railway statiou, in order to afford easy access to pupils and the public, and be, as much as possible, under the observation of the Commissioner of Agriculture and others officially connected with, and interested in its promotion. Tenders were accordingly advertised for suitable land within ten miles of Toronto, situated near a railway station, and offers were received from various localities.

To get all the requisite conditions for such an undertaking, duly combined in one place, has been found in practice exceedingly difficult, if not unattainable. Various sites were examined and their relative advantages and drawbacks balanced.

At length decision was reached and a purchase made of 600 acres of land in a block, situated close to the Mimico Station on the Great Western Railway, and only seven miles distant from Toronto. Tenders also have been accepted for the erection of the necessary school buildings—for the accommodation of 100 resident pupils—to be ready for occupation in the spring of 187[illegible]. The land comprises the necessary varieties of soil for illustrative and experimental purposes: from a heavy clay, graduating through loams of varying composition to a light land. A portion of the farm being in a weedy and exhausted condition, resembling in these respects a too large area of the older settled lands of the Province, will afford opportunities for much needed experiments with a view of obtaining reliable information as to the most efficient and economical means by which such soils can be restored to their original fertility. Most of this land would be greatly benefited by draining, the formation of the surface being such as to require skill and care in the excavation, admirably adapted to the giving of practical lessons to pupils in this most essential department of modern agricultural improvement.

In the carrying out of this important scheme, it is proposed to combine, as far as possible, economy with efficiency. In undertakings of this nature it is an easy thing to spend money to but little purpose, and to set up Utopian standards which may dazzle for a while, but which will be sure, sooner or later, to end in loss and disappointment,

It is proposed therefore, to commence amd carry on the undertaking in a cautious and tentative manner.

No large or expensive staff of resident teachers is contemplated, but to improve and increase the facilities for imparting instruction, theoretical and practical, as time and experience may require and justify. It is to be essentially a working institution, both for the mind and body; open to all who desire to partake of the advantages it will offer, and on such terms as to exclude none desirous to work and learn. Its motto will be "Practice with Science."

No vain attempt is contemplated to make youth intended for farming as a means of livelihood, accomplished chemists, or profound geologists, or indeed adepts in any branch of Physical Science, but simply to give them reliable information on the actual results at which scientific men have already arrived—which have a bearing on agricultural practice, in con

nection with industrial training; and the formation of correct business habits and which will tend to qualify them for becoming on their own account intelligent, improving and successful farmers.

It is intended that the pupils should work a portion of each day on the farm and to be compensated for their labour according to its worth. The other portion of the day will be devoted to study and attendance on class instruction, specially on subjects connected with the science and practice of Agriculture, and its cognate art, horticulture. In this way it is hoped that the pupils will learn to appreciate their calling as an intellectual and dignified pursuit, and thus be the means of mitigating at least, a serious and increasing evil of the present day—the strong inclination of so many young men in the country to abandon the hearths and vocations of their fathers to swell the already over-crowded walks of commerce and the profession in our towns and cities.

The easy access to the Agricultural School from Toronto will be a matter of great public convenience, affording opportunities to non-resident teachers giving instruction in special branches of study, thereby combining economy with efficiency.

In cases which are sure to arise of pupils evincing a desire and aptitude for pursuing the higher studies of particular branches of literature and science, they could readily do so at a mere nominal expense by attending the Technological school or University College.

MEMORANDUM of Lands purchased by the Ontario Government, in 1871, in the Township of Etobicoke, County of York, for an Experimental Farm and site for an Agricultural College.

Lot.	Con.	From whom.	No. of Acres.	Price.	
				$ cts.	
8	1	Thomas Botham and Wife	200	18,000 00	= $90 00 per acre.
7	2	Patrick J. Wood and others ...	100	8,400 00	= $84 00 ,,
7	1	Lawrence Coffee and Wife / John H. Sproule and others	100	6,500 00	= $65 00 ,,
6	1	Geo. A. Arthur and others	191 87/100	12,471 55	= $65 00 ,,
			591 87/100	$45,371 55	
		Paid Law and other expenses, as improvements and surrendering up possession.....		357 00	
				$45,728 55	

F. T. JONES,
Accountant.

DEPARTMENT OF PUBLIC WORKS,
27th February, 1872.

CERTIFICATE No. 8.

Department of Public Works, Ontario.

FIRST CERTIFICATE of Work done at the Agricultural College by Messrs. H. J. and R. T. Sutton, Contractors, during the month of January, 1872.

DESCRIPTION OF WORK.	Value of Work.	Amount Deducted.	Amount to be Paid.	Total Value of Work done.	Total Amount Deducted.	Total Amount Certified.	Remarks
Material delivered.....	$ c. 900 00	$ c. 135 00	$ c. 765 00	$ c. 900 00	$ c. 135 00	$ c. 765 00	

Amount to be paid, $765.00.

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The above is a correct copy of the 1st and only Certificate yet given in favour of the Contractors, and as approved by the Commissioner.

W. EDWARDS,
Sec. P. Works.

(Signed,) KIVAS TULLY,
A. & E.

Toronto, February 5th, 1872.

GUELPH, January 12th, 1872.

To the Hon PETER GOW,
Provincial Secretary.

DEAR SIR,—I avail myself of your kind permission to reduce to writing and put into the form of a letter, the substance of some representations lately made by me to you in reference to the projected Ontario Agricultural College. I do this the more gladly, because I fervently hope that now at length, this most important public enterprise will be pushed forward into actual operation. Too long have we been behind the States of the adjacent Republic in provision for educating our young farmers for an avocation, the intelligent and successful prosecution of which necessarily underlies our prosperity and wealth. It is high time that we should be able to point to a well managed and flourishing College of Agriculture as proof that our rulers have a wise care and regard for the foundation-interest of our country.

Foremost among the points to which I earnestly desire to direct your attention, and that of your Colleagues in the Government, are the important questions of location and site. In regard to the former, I can only reiterate the views I expressed in my report addressed to the late Minister of Agriculture, under date of June 8th, 1870, and published as an appendix to the Commissioner's Report for that year.

In fulfilling that part of my commission which enjoins it upon me to "submit an economical and practical scheme for the establishment of an Agricultural College in this Province" I feel no small degree of hesitation and diffidence, in view of the magnitude of such an undertaking, and the difficulties which beset it. Besides personally visiting and inspecting several of these institutions, I have, since I had the honour to receive a commission from you, to report on this subject, made it my business to read up, in regard to it and attentively consider the various discussions, plans, and experiments which may be said to form the history and literature of Agricultural Education. I find remarkable unanimity of opinion among leading agriculturists of the world, as to the importance of special training for the business of farming and the duty of the state to provide such training for its young men.

I find also a very decided preponderance of opinion that such training to be thoroughly efficient, must be provided by the establishment of Agricultural Colleges distinct from Colleges and Universities of a general literary and scientific character.

I do not know of an instance in which a chair of Agriculture connected with a general institution of learning has been successful in drawing around it any large body of students, or exerting any appreciable influence upon the agricultural interests of a community or country: as with the professorship of Agriculture in our own Provincial University, though filled by one of the ablest agriculturists of the age. The one word *failure* give the history of all such arrangements.

Agriculture is overshadowed by other studies; farming elbowed out by other professions; agricultural students feel themselves of an inferior grade to those who are studying for the legal, medical, or clerical professions; and, operated on by a variety of unfavourable influences, the agricultural class, in a general College or University, is invariably a dwindling and unsuccessful affair. It would seem as a matter of theory, that a school of agriculture affiliated with our noble Provincial University; and profiting by its existing facilities for pursuing such studies as though pertaining to a general literary course, are also cognate and necessary to an agricultural course, ought to prosper and be widely useful; but stubborn facts refuse to sustain the theory, and prove beyond successful dispute, that to teach agriculture effectively, there must be a separate College for the purpose, with a model or an experimental farm attached, where the students can be taught practice as well as principles, and where, without sacrifice of respectability, or loss of caste, they can doff the gown and trencher, put on the mock-frock, and handle the dung-fork, or the hoe, in the actual manipulations of farmwork. This is just as needful in a process of agricultural training, as it is that medical students should have hospital practice, or that students of law and divinity should have exercise in elocution and public speaking.

I would therefore very strongly urge that if anything be attempted in the way of an Agricultural College for Ontario, as I fervently trust there will, no design be entertained to

connect it in any way with the University of Toronto or any other existing institution of learning, or indeed to locate it in Toronto or any other leading city of the Province, but that choice be made of some country town of sufficient size to furnish society, market and business facilities; that the place chosen be the centre of some such wealthy agricultural region as there is no lack of in our magnificent Province; and that there, where it can exert an influence peculiarly its own—mould the surrounding public settlement to respect for the dignity of labour, and be strong in the affections of an advanced agricultural population, it pursue that beneficent and useful career, which I feel sure, that were it established wisely and well, under such circumstances, would be predestinated for it.

Entertaining the views above stated, it was with much disappointment and regret that I learnt the decision of the late Government to locate the projected College "within ten miles of Toronto;"—the more so, as I could not but regard the reasons urged in support of that decision as peculiarly inconclusive It would protract this communication too much to state and discuss those reasons, though I am prepared at any time to controvert them, if called on to do so.

I come next to the question of *site*. In conversation with the late Minister of Agriculture and others on this point, I strongly urged these four requisites to a suitable choice.

Firstly, a plot of land comprising all varieties of soil, so that useful experiments might be conducted for the general good. *Secondly*,—a high, and if possible, an undulating stretch of ground, affording opportunity for laying out the estate tastefully, and giving a commanding position for the College buildings. *Thirdly*,—an unfailing supply of running water. *Last*, but not least, a healthful neighbourhood

I regret to say that in the site actually chosen, at the Mimico station of the Great Western Railway, the above mentioned pre-requisites are almost wholly wanting. The soil of the farm purchased is for the most part a stiff, hungry, barren clay; the land is monotonously level with no good place for the College buildings on it; there is no running water, and the very wells in that region go dry in the summer-time, so that a constant supply of water for the farm can only be had by the erection of water works at the lake, a mile distant; and finally, the extensive Humber marshes in the immediate vicinity render it, to say the least, extremely doubtful if the place be healthful.

In view of all this, it seems to be desirable that these questions of locality and site for the Agricultural College should be reconsidered.

I know the awkwardness and delicacy of such a course. I can see how it would give opportunity for fault-finding and adverse criticisms; but I am thoroughly convinced that the utility of the College is greatly jeopardized by the mistaken policy which has been pursued, and in the interests of the country at large, irrespective of all sectionalism, I beg, may I entreat and implore you and your Colleagues, to entertain the idea of re-consideration. No wrong or loss will be inflicted on any community should a change be made. Mimico is only a flag-station on the Great Western Railway, the spot selected is too far out of Toronto to be of any appreciable benefit to that City,—all the prestige of the College locally considered will be thrown away if located there,—while it can never attract much sympathy and interest from the adjacent farming population in such a place. Locate it in some country town already the market and business centre of a great agricultural district, and it will both attract and radiate most beneficial influence, and while giving and receiving local advantages, will be of more value to the country at large than if placed where it is now proposed to put it. If it be objected that the site purchased cannot be re-sold without loss, I would ask, is it not better to make some little pecuniary sacrifice to retrieve a mistake than to entail permanent disadvantages and drawbacks on an institution that will have enough of inherent and inseparable difficulties to contend with, even though established under the most favourable circumstances externally? I believe the contract for the College buildings has been let, but, as no material has been deposited or work done on the ground, the probability is that the contractor or contractors would find it to his or their advantage to carry out the agreement elsewhere, since labour, building requisites and board are cheaper in all our country-towns than in our metropolitan City. In view of the considerations I have alleged, I feel quite sure the sound common-sense and patriotism of the Parliament and the country will sustain the Government in taking the course for which I am pleading. Pardon me if I urge the matter too tenaciously. I feel very strongly in regard to it. You, sir, know with what earnest interest I have been labouring for years to obtain an Agricultural College for our noble Province, and to see its

usefulness and success jeopardized by an unwise choice of locality and site, may well excite anxious effort to avert the evils which I am certain must result from carrying out the action taken by the late Government.

Before I conclude I beg leave to make a few general suggestions:

It seems to me very desirable that in the estimates ere long to be submitted to Parliament, an item for maintenance of the Agricultural College should be comprehended. No large sum will be required, but enough ought to be provided to admit of the appointments of President and Farm Manager being soon made, and to supply the requisite means for the preliminary expenses those officers must incur. The President should be able to relieve the Minister of Agriculture of the multitudinous details that will require attention, before the institution can be set going—while it is only fair he should have a part in the arrangements over which he is to preside, and for whose efficiency he will be responsible. He will require time to prepare his own course of lectures, for I take it, the Chief Officer should also act in the capacity of Professor in some department.

To secure the greatest efficiency of the institution, its presiding officer should visit similar colleges, to inspect apparatus that he may make choice of the best, to investigate course of study and modes of teaching that the most approved may be adopted,—to inquire into conditions of success and causes of failure, and in general to qualify himself as thoroughly as possible for his post of duty. In addition to all this, which will consume some time, the President would require to take steps to awaken interest in the College, among those from whose families the students are to come. It is only a few of our more intelligent and enterprising farmers who appreciate the need and value of such an institution, or will be disposed to send their sons to it. It is desirable that all parts of the Province should be made to feel that the College is *theirs*, and that representative young men should be got from every section, who, on completing their studies, will go forth as missionaries of scientific agriculture to their several neighbourhoods.

I can think of no better plan whereby this needful preparatory work is to be done than by the holding of County Agricultural Conventions, like the County Educational Convention held by the Superintendent of Education in the interests of our common school system—each County either by statute enjoining it, or by representations memorializing it, should establish one or more scholarships in the projected College to be competed for by the young men of the County, who being senior pupils in the common schools, and having studied the first lessons in agriculture, now taught in them, would emulate each other in the endeavour to obtain such useful prizes. Thus a select class of students would be secured,—a portion of the expense of maintenance provided by the municipalities,—a wide-spread interest awakened and kept up in the subject of agricultural education. Besides attending and addressing such County meetings, the President should make large use of the press in expounding the objects of the College and commending it to the support of the country. His early appointment alone can secure all this in time to make it morally certain the institution will open with a full supply of students, and under auspices of encouragement and vigour.

On the supposition that either the farm already purchased or a better one, will be in hand before spring, it is needful that some preliminary plan of work be adopted, and a manager or superintendent put in charge, by whom he is to be appointed, or to what individual or body of officers he is to be amenable are matters of detail, into which I forbear entering.

This communication has necessarily been written hurriedly, and amid the pressure of many other duties. I trust therefore you will over-look its imperfections. Earnestly hoping it may have some little influence in shaping the history and promoting the success of the College.

I am, dear sir,

Yours very truly,

(Signed) WM. F. CLARKE.

Department of Agriculture and Public Works, Ontario.

Toronto, February 21st, 1872.

Dear Sir,—Wide differences of opinion prevailing as to the eligibility of the site purchased by the late Government, for the Provincial Agricultural College and Experimental

Farm, I have to request that the Council of the Agricultural and Arts Association will make an examination of the same, and report to this Department as to:

1st—The nature and adaptability of the soils for the required experimental and illustrative purposes.

2nd—The sources of water supply.

3rd—The advantages or otherwise of the site chosen.

I have the honour to be,
Dear sir,
Yours very truly,

(Signed) A. McKELLAR,
Commissioner.

The Hon. James Skead.
President,
Agricultural and Arts Association,
Toronto.

Copy Report of Council of the Agricultural and Arts Association as to lands purchased in the Township of Etobicoke for the proposed Agricultural College and Experimental Farm.

TORONTO, February 2 rd, 187.

DEAR SIR,—I have the honour to acknowledge the receipt of your letter of the 21st inst. requesting that the Council of the Agricultural and Arts Association would make an examination of the lands purchased by the late Government for the site of an Agricultural College and for an Experimental Farm and report to you as to their eligibility. In reply, I beg to state that the Council have examined the lands in question, and they have come to the following conclusion: 1st—The locality is not such as to render it desirable for an Agricultural College. It is just far enough from the City of Toronto to be very inconvenient for access by ordinary conveyance, and for obtaining those supplies which are needed almost daily. The lands are not pleasantly situated, and the whole neighbourhood is repulsive and seems to be malarious. The former occupants of the land do not seem to have been prosperous, and their neighbours are in the same condition. The fair inference from that is that labour and money have been bestowed on soil which did not yield an adequate return. 2nd—The soil is bad: a portion of it is stiff clay with a sub-soil of hard blue clay, too retentive to allow the superabundant moisture to exude and permit the percolation of water, even in the case of drainage, unless drains should be so numerous as to be but a few feet apart, thus incurring a very large outlay. So far as the Council could judge, the proportion of clay soil as above described may perhaps include from eighty to one hundred acres. A large portion of the soil on the rest of the farm, embracing say four hundred acres is wet and sandy, having a sub-soil of hard blue clay. Some of the soil on the north side of the farm is so light that when not under grass it would be blown with the wind. Holes had been dug in several places, which gave sufficient indications as to the quality of the soil and sub-soil. The formation is that of sandstone; the worst possible one for the production of grain, grass, roots or fruits and most unfavourable for the development of stock. There is no limestone on the farm, a want which cannot be sufficiently supplied except by the application of lime in large quantities, which would be very expensive. The buildings and fences are nearly valueless and Canada thistles seem to be everywhere abundant on the farm.

3. There is no living water on the farm, so that the necessary supply could only be had at great and continuous cost. The existing wells, some of them over thirty feet deep, are at present dry.

4. There seems to be little church accommodation for students who would attend the College.

This, in the opinion of the Council, is a vital defect Parents would hesitate to send their sons to an institution where to a great extent they would be removed from the influence and restraint of religion at a period of life when the character is being formed. Besides, the College buildings must needs be large enough to accommodate all of the students with board and lodging, as there is no such accommodation in the neighbourhood The Council are of

opinion that the scheme, as at present projected, would end in failure, even in the event of a large expenditure of money. They are, however, of opinion that there would be no difficulty in obtaining a proper place for the College and Experimental Farm, and one which would be creditable to the Province of Ontario.

I have the honour to be,
Dear Sir,
Yours very truly,
(Signed) STEPHEN WHITE,
President.

The
Hon. Archibald McKellar,
Commissioner of Agriculture,
Toronto.

I hereby certify that the above letter was submitted to the Council on the 23rd February, 1872, and adopted without division. The following members being present: Mr. White, President; Hon. J. Skead, Hon. D. Christie, Geo. Graham, Professor Buckland, Nathan Choate, Andrew Wilson, Jas. Young, M. P.; A. McNab, Robert Gibbons, M. P. P.; Rev. C. J. S. Bethune, Irvine Diamond, S. E. Shipley, Geo. Murton.

(Signed)
HUGH C. THOMPSON.
Secretary Agricultural and Arts Association

DEPARTMENT OF AGRICULTURE AND PUBLIC WORKS, ONTARIO.

Toronto, February 23, 1872.

DEAR SIR,—Referring to my letter to the President of the Association, of the 21st inst., I have now further to request that the Council will make an examination of the lands coloured on the accompanying plan, and marked 1. A. B., C. D., E. and F., and situated near the town of Guelph; and also the adjoining lot marked "Wm. McCuen, 64 acres": or of any other land or lands the Council may be disposed to examine, and to report upon, as to the nature and variety of soils, water supply, and advantages as to site, for the purposes of the proposed Agricultural College and Experimental Farm.

I have the honour to be,
Dear Sir,
Yours very truly,
(Signed) A. McKELLAR,
Commissioner.

Stephen White, Esq.,
President,
Agricultural and Arts Association,
Toronto.

Toronto, February 26, 1872.

Hon. A. McKELLAR,
Commissioner of Agriculture, &c.,

SIR,—I have the honour to forward herewith a report of the Council in reference to the sites examined for an Agricultural College and Experimental Farm, which has been adopted unanimously by the Council.

I have the honour to be,
Sir,
Your obedient servant,
HUGH C. THOMPSON.
Secretary.

Copy Report of the Council of the Agricultural and Arts Association on lands in the vicinity of Guelph for Agricultural College and Farm.

Toronto 26th February, 1872.

Dear Sir,—In accordance with the request contained in your letter of the 23rd inst. the Council visited Guelph, with the view of inspecting lands for the site of an Agricultural College and for the Experimental Farm.

The Council first went to see a block of land, the property of William Hood, and marked 1. A. B. C. and D. on the plan accompanying your letter, and an adjoining field of 30 acres. also the property of Mr. Hood. The land in question is about two miles from the Market House in Guelph, and is situated on the east side of the river Speed, which for about half its width forms the western boundary of the farm. It is easy of access being a short way from the macadamised road leading from Guelph to Elora. The farm is very pleasantly situated and its surface is undulating The formation is limestone, and the soil on about two hundred acres, is a fine rich loam, resting on a good sub-soil of clay, and limestone gravel. About sixty acres on the western end of the farm near the river Speed are sandy loam, gravel being near the surface. About one hundred and thirty acres on the north side of the farm are somewhat broken and rough. The soil is good, but not so good as on the rest of the farm. This block of land is well watered on the west side, having, as has been already observed, a river frontage of half its width on the river Speed, a first class stream. A reservation has also been made of access to a mill race, belonging to a mill property which cuts off the river frontage from the other half of the western side of the farm. There is also a stream of living water about the centre of the farm, which runs from north to south. There are also two good wells. The inside fences are in fair order, and the outside fences are good, being chiefly post and board. There are two good barns on the place, having stone stables underneath. There are also two dwelling houses, one of stone, not large, but well built. On the north side of this block there are one hundred and ten acres belongingto W. and J. Wilson, and Wm McCuen and marked on the plan F. and E. These lands are somewhat broken, rough and not desirable. On the east side of Mr. Hood's property there are ninety-four acres, belonging to Samuel McCuen, similar in appearance and quality to Mr. Hood's farm. The Council were informed that the price of Mr. Hood's land is $60 per acre, and that his offer is open until Saturday the 2nd of March. The ninety-four acres belonging to Mr. Samuel McCuen are held at $80 per acre.

The Council next visited the farm of F. W. Stone, Esq., which is situated on the south side of Guelph, and is intersected by the road leading from Guelph to Hamilton. The northern boundary of the farm (which contains five hundred and fifty acres) is about one mile from the town. The formation is limestone, and the soil is good, being in the opinion of the Council richer than that on the Hood farm, but similar in character. The sub-soil is also the same. The surface is undulating, the proportion of upland being about three hundred and fifty acres, and the valley land comprising about two hundred acres of rich land, resting on a sub-soil of clay. The tract is well watered, having three streams running across it and which are nearly equidistant from each other. One of these streams was partially dry during last season, for the first time known. There are also eight wells on the farm, which are never dry: one of them is capable of supplying Mr. Stone's large stock with water.

The farm buildings are very extensive, and are of the best description. They are noticed in detail on the schedules attached, numbered 1, 2, and 3 In the opinion of the Council the buildings in question, with a little alteration would be sufficient for the purposes of a College and Experimental Farm for some time to come. They are finely situated, having a commanding view of the town of Guelph and the surrounding country, for miles. A young orchard comprising some four or five acres, set with choice fruit trees, chiefly imported from England, is near the dwelling house, in front of which is a thriving quick set hedge There are some seventy acres of fine timber on the farm. The land is in a fine state of cultivation, and the fences are excellent and in good repair. The Council consider this farm an eligible place for the Agricultural College and Experimental Farm. Appended to this is Mr. Stone's offer to sell the farm for $70,000, which is open until the 25th of March The price per acre is about $127, including the buildings which are worth at least $30,000. The Council were

much pleased with the agricultural capabilities of the country in the neighbourhood of Guelph, which is a very fine and prosperous town, having a population of nearly seven thousand.

I have the honour to be,
Dear Sir,
Yours very truly,
(Signed) STEPHEN WHITE,
President.

To
The Hon. A. McKellar.
Commissioner of Public Works,
Toronto.

SCHEDULE No. 1.

Guelph, 26th February, 1872.

To
The President and Council of the Agricultural and Arts Association,
Toronto.

GENTLEMEN,—In compliance with your request on Saturday last, I make an offer of my Moreton Lodge Farm, say five hundred and fifty acres, should such be selected for the Agricultural College, for the sum of seventy thousand dollars, this offer open to 25th March.

I am,
Gentlemen,
Yours truly,
(Signed) FREDERICK W. STONE.

SCHEDULE No. 2.

NEW HOUSE.

Main Part — 39 × 53 feet.
2 Rooms 18 feet square in front—down stairs 12 feet high.
2 Rooms 18 feet by 15 feet.
Hall 35 by 11 feet.
Up Stairs — 2 Rooms 18 feet square, 11 feet high.
2 Rooms 18 feet by 15 feet.
1 Room 13 feet by 10 feet 9 inches.
Hall 23 6 in. by 11 feet.
Up Stairs — Over dining room and office:
1 Room 10 feet by 14 feet 6 in.: Hall 4.10 by 21.6.
2 Rooms 9 feet 6 in. by 14 feet 6 in.
Over Kitchen and Dairy—
1 Room 20 × 14.9 in: Hall 7.6 by 35.
1 Room 20 × 12 feet
Hall 7 feet 10 in.
Bath room 7 feet by 9 feet 5 in.
Water closet 13 feet by 2 feet 9 in.
} 18 Rooms in house besides halls, &c.
Down Stairs — Hall 4.10 × — 21.6.
Hall 7.6 35
Office— 13 × 6 in. by 9 feet.
Kitchen 20 feet by 13 feet 6 in.
Cooking Kitchen—
12 feet 6 in. high, 20 feet by 22 feet.
Dairy— 20 feet by 15 feet—13 feet high.
Wood Shed and Wash House—
45 × 23 feet.

SCHEDULE No 3.

Farm House, Stone—
4 Rooms down stairs and hall through centre
5 Rooms up stairs, cellars under whole.
Men's Dining Rooms—20 by 21 or thereabouts.
Cooking Kitchen—Do. Do.
Large Stone Wood Shed.
Double dwelling house for men.
Rough Cast Frame House.
Good Brick Cottage—6 Rooms with full size cellar.
Principal Barn—100 feet by 60—stalls for cattle under.
Five other Barns—120 feet—root cellars—tanks.
Large Implement Shed—over 70 feet long.
Horse Stables—for 8 horses.
Pig Pens, &c.
Other Root Cellars—80 feet.
Stable and Coach House—30 feet by 21.
Sheep Sheds—243 feet by 30 feet.
Sheep Barn—frame 40 by 22 frame.
Cattle Shed &c. &c.—260 feet.
Sheep Yard and Shedding—Hay Barrack, &c.—across road

ANNUAL REPORT

OF THE

Commissioner of Agriculture and Public Works

FOR THE PROVINCE OF ONTARIO,

ON

IMMIGRATION,

FOR THE YEAR 1871.

Printed by Order of the Legislative Assembly.

Toronto:
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1872.

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REPORT

OF THE

Commissioner of Agriculture and Public Works

OF THE PROVINCE OF ONTARIO,

ON IMMIGRATION,

FOR THE YEAR 1871.

To His Excellency the Honourable William Pearce Howland, *C.B., Lieutenant-Governor of the Province of Ontario, &c., &c.*

May it Please Your Excellency,

I have the honor to submit the following Report of the Department of Agriculture and Public Works, on Immigration, for the period included in the Calendar year 1871.

Your Excellency having been pleased to appoint me to preside over this Department, on the 20th of December, 1871, when Immigration for the season had practically closed, it follows, that this Report refers to matters and proceedings which have taken place under the direction of my predecessor in office, the Honorable Mr. Carling.

The whole of which is respectfully submitted.

ARCHIBALD McKELLAR,
Commissioner of Agriculture and Public Works.

Toronto, January, 1872.

APPENDIX (A).

COPY OF REPORT OF THE SECRETARY OF PUBLIC WORKS AND IMMIGRATION, TO THE COMMISSIONER, ON DEPARTMENTAL PROCEEDINGS IN THE PROMOTION OF IMMIGRATION, FOR THE YEAR 1871.

Toronto, January, 1872.

SIR.—I have the honour to submit for your information the following Report of the proceedings of this Department in regard to Immigration, during the past year; as shown more fully in the details appended to this Report:

Following the course which resulted so satisfactorily in the two previous years, circulars were again sent to the Mayors and Reeves of the respective Municipalities, asking for their co-operation with the Government in the settlement of the immigrants, and for returns of the numbers to whom employment would be guaranteed; but owing, probably, to the disappointment experienced by many of the Municipalities, lying away from the leading rail and water lines of communication, in not receiving the supplies of labourers previously asked for, only a comparatively small number responded to the Commissioner's circular. A list of the Municipalities and the number of immigrants guaranteed employment, will be found in Appendix B. Large numbers of applications, however, have been made directly to the various Immigration agents, which are not included in the return.

The total number of immigrants that arrived and settled in this Province, as per the returns of the respective agents for the past year, was 25,842; being an increase of 55 over the year 1870 and of 9,949 over the year 1869. Besides the number thus accounted for as having arrived at the agencies in this Province, a large number reported as having arrived at Quebec, and proceeding westward to Ontario, appear to have gone direct to their friends, or to localities where they have settled, without reporting themselves to the local Immigration agents. The probabilities are, therefore, that including all classes of actual immigrants, not less than 30,000 souls were thus added to the population of Ontario during the past year; and although the Western States, with their tempting woodless prairies, may have induced some to leave this Province to take up their abodes with our neighbours, it is also no doubt true that many English immigrants in the United States have crossed to Canada, and many who had previously left their Canadian homes have returned and settled permanently with us. A letter from a well known correspondent of one of our leading journals, respecting the taxing of lands in the Western States, and the profits of farming there will also be found in Appendix B, and is worthy the perusal of parties disposed to search for more favoured localities for homesteads than this Province affords.

Appendix C embraces correspondence with the Dominion Government with respect to the quarantine of vessels bringing immigrants, and with C. A. Piehl, Esq. respecting the promotion of an emigration from Norway to this Province; also the "Regulations for location and settlement of cleared lots in the Township of Ryerson," under the "Act to encourage settlement in the Free Grant Territory," and extracts from the report of the Assistant Engineer of the Department, respecting the progress of the works in making roads, and in the clearing of 5 acres of land and the erecting of a log house thereon, upon each lot in the Township of Ryerson.

On the 28th of June last I was instructed to proceed to Quebec, to act in conjunction with Mr G. T. Haigh, who had preceded me at that port, to make inquiries and report the result of my observations as to the treatment of immigrants on their arrival, and the shipping westward of those intending to settle in the Province. A copy of my report, of correspondence with the Dominion Government, and of Mr. Haigh's report of the result of his agency at Quebec from the 14th of July to the end of the season of navigation, will be found in Appendix C.

On the 17th of April, last, Mr. Thomas McMurray, of Bracebridge, who was then about to visit Algoma, was requested to report to the Commissioner respecting the character of the Algoma district, as to its facilities for receiving immigrants, and as a home for Free Grant settlers. Mr. McMurray's report will also be found in Appendix C.

On the first of May, of the same year, Mr. McMurray was appointed to act as agent in the district of Muskoka, to advise immigrants and settlers, and to assist them in selecting suitable lots for location in the Free Grant district. A report of the result of his services will be found in the same appendix; as also two reports by Mr. Roger Tuson, who visited Great Britain in the early part of the year, and delivered a number of lectures in the agricultural districts of the north of England.

Appendix D contains the quarterly and annual reports of the agents at Toronto, Hamilton, Ottawa and Kingston, with the number of arrivals, the number supplied with meals, and their final disposition by free passes or otherwise to where employment awaited them; and also remarks of the agents, comparative statements of the numbers of immigrants who have arrived and settled in the Province for the past and two previous years, and comparative analyzed statement of expenses connected with the immigration service for the same year.

During the past year the Department has issued about 120,000 emigration pamphlets; 10,000 map circulars containing a synopsis of the larger pamphlet, 3,000 copies of Mr. McMurray's book on the Muskoka and Parry Sound districts, 10,000 large map placards with information respecting the Free Grant lands under the Homestead Act—a copy of which, mounted on rollers and varnished, has been placed in every railway station in the Province, and along the whole line of the Grand Trunk Railway in the eastern sections of the Dominion; and in other public positions both in Great Britain and in Canada. Copies of the map circular were sent to all the newspapers, postmasters, clergymen, legislators, and public men in the Dominion of Canada; and many have been sent in answer to applications from parties in the United States for information respecting this Province, and especially as to its Free Grant lands.

At the four agencies of Toronto, Hamilton, Ottawa and Kingston, the agents and the depots are provided by the Dominion Government; but all expenses of food and medical treatment, conveyance of baggage from depots to stations, and lodgings where sufficient shed accomodation has not been provided, and free passes on railways, steamboats, stages or other conveyances, of all indigent immigrants, from the depots to their places of final destinations, have been provided by this Department.

The payments under the various heads of expenditure for the past and two previous years are as follows:

	1869.	1870.	1871
Provisions, including the cook's services, and attendant expenses	$2 993 74	4,797 93	4,387 43
Free transports of Immigrants and their baggage	4,153 80	6,353 10	6,653 64
Medicines and Medical attendance	134 67	601 88	333 40
Emigration Commissioner, Special Agents, &c	3,200 00	3,955 00	1,576 00
Emigration pamphlets placards, printing and advertising, postage and freight, extra Clerk hire, contingent expenses of Agencies, &c	14,817 79	8,674 74	16,762 09
	25,300 00	24,382 65	29,712 56

I am, sir,
Your obedient servant,

WM. EDWARDS,
Secretary of Public Works and Immigration.

The Hon. A. McKellar,
Commissioner of Agriculture and Public Works.

APPENDIX (B)

COPIES OF CIRCULARS AND SCHEDULES SENT TO MUNICIPALITIES AND ABSTRACTS OF RETURNS THERETO.

(Immigration Branch.)

DEPARTMENT OF AGRICULTURE AND PUBLIC WORKS, ONTARIO,
TORONTO, March 31st, 1871.

DEAR SIR,- For the past two years I have addressed circulars and blank schedules to the Mayors and Reeves of the several Municipalities of this Province, requesting returns of the actual demands for Immigrant labor in their respective Municipalities. A large number of such returns were received, of which I caused copies to be sent to the several Immigrant Agents, and thus enabled them promptly to distribute the immigrants to where their labour was in demand. I have no doubt, however, that many Municipalities, which applied for labourers, have been disappointed in not receiving any—the reasons being, in many instances, the absence of facilities for forwarding the immigrants to interior localities, with which there is no railway or steamboat communication; or where the means of transport from railway or steamboat stations have not been made known to the Department.

Although about 50,000 immigrants have been added to and absorbed by the population of our Province, during the past two years, the demand for labour appears to be as great as ever: and considering the number of miles of railway, and other Public Works, now projected, or in course of construction, it may not be risking much to say that the demand for immigrant labour is likely to be even greater than in the past.

I trust that both yourself and your Council will again see the importance of rendering all reasonable assistance in your power, by transmitting on the accompanying schedule, as reliable information as possible in regard to the number and kinds of labourers you will probably require during the coming season, and the place for the reception of the immigrants, and the route and mode of conveyance thereto; and also to facilitate in every way possible the settlement of the immigrants in your Municipality. I would venture to suggest that an officer or a committee of your Council should be appointed to receive, advise with, and locate them. The system adopted by the Town and County of Peterborough last year, in organizing a society with a labour Registrar, and in securing depot accommodation and other necessary appliances, has, I trust, commended itself to many other Municipalities in the Province.

The lists furnished last season of "cleared and uncleared lands for sale" in the older Townships have been published in my annual report, and also in pamphlet form for distribution to the several Immigrant Agents in Britain and in this Dominion, for the information of immigrants with capital, who may desire to purchase such properties in preference to entering upon wild lands in the interior.

As the success of the efforts of the Government, to induce a large and beneficial immigration, must depend largely upon these efforts being sustained and supplemented by both Municipalities and individuals, I trust you will see the desirableness of promptly

giving such reliable information as to the demands for labour in your Municipality, as it is possible for you to furnish ; *and should no labourers* whatever be required, it is equally important that my Department should be made aware of the fact.

I am, dear Sir,
Your obedient servant,

JOHN CARLING,
Commissioner.

To *Esq.*,
Ontario.

MUNICIPALITY OF
COUNTY OF , ONTARIO,
1871.

To the Commissioner of Agriculture and Public Works,—

Sir,—In accordance with the request contained in your circular, dated 31st March, I have the honour to return to you the probable number of Immigrants which may find homes and employment in this municipality during the present year ; and to assure you that my colleagues in the Council and myself will use every effort to obtain employment for Immigrants sent to us, to the extent indicated in the Schedule. I beg also to communicate information respecting the route to and the place at which the Immigrants will be received.

I am, Sir,
Your obedient servant,
(Reeve or Mayor)

	CLASS OF LABOURERS.	NUMBER REQUIRED.	AVERAGE WAGES.	
			SUMMER.	WINTER.
			$ cts.	$ cts.
1	Day labourers, to whom continuous employment can be assured during the whole year			
2	Day labourers, who can be assured of employment only during the busy seasons of the year			
3	Female servants			
4	Mechanics' (specify the kind, and the number required of each)			

Mode of Conveyance to and place of reception of the immigrant labourers asked for :—

*Cities and Towns will please make their returns distinct from Township Municipalities.

MUNICIPAL Returns of Immigrant labour required for the year 1871.

Number.	TOWNSHIP.	COUNTY.	Labourers.	Mechanics.	Female Servants.	Total.
1	Admastown	Renfrew	22	1		26
2	Adolphustown	Lennox	6		10	16
3	Alfred	Prescott	36			36
4	Alice	Renfrew	150		100	250
5	Arran	Bruce	100		20	120
6	Athol	Prince Edward		1		1
7	Augusta	Grenville	50		50	100
8	Bastard	Leeds	100		200	300
9	Bathurst	Lanark	2			2
10	Bruce	Bruce	50		20	70
11	Burford	Brant	70		5	75
12	Camden, East	Addington	75		30	105
13	Cayuga, North	Haldimand	150		25	175
14	Clarendon	Frontenac	50			50
15	Colchester	Essex	75		30	105
16	Cramahe	Northumberland	30	2	20	52
17	Dalhousie	Lanark	55		50	105
18	Denbigh	Addington	30			30
19	Dorchester, North	Middlesex	35		20	55
20	do. South	Elgin	50		50	100
21	Dover, East and West	Kent	400		200	600
22	Easthope, North	Perth	40		30	70
23	Edwardsburgh	Grenville	100		50	150
24	Elmsley	Leeds	20		30	50
25	Escot, Front of	do	30		15	45
26	Esquesing	Halton	150		50	200
27	Fitzroy	Carleton	200		75	275
28	Fullarton	Perth	30			30
29	Garafraxa, E	Wellington	70	40	30	140
30	Georgina	York	40		30	70
31	Grey	Huron	50	9	50	109
32	Grimsby	Lincoln	100	22	50	172
33	Gwillimbury, North	York	40		40	80
34	Haldimand	Northumberland	100	4	50	154
35	Hawkesbury, West	Prescott	150	20		170
36	do. East	do	60		12	72
37	Holland	Grey	60	24	30	114
38	Howard	Kent	50		25	75
39	Huron	Bruce	30		20	50
40	Kitley	Leeds	150		100	250
41	Lancaster	Glengarry	150	50	100	300
42	Logan	Perth	80		60	140
43	Lunenburg	near Dickenson's Landing		1		1
44	Madoc	Hastings	25		25	50
45	Marlborough	Carleton	200	25	200	425
46	Medonte	Simcoe	100	35	25	160
47	Minto	Wellington	50		20	70
48	Monaghan, North	Peterboro'	50		50	100
49	Mono	Simcoe	500		100	600
50	Mornington	Perth			20	20
51	Nassagaweya	Halton	25		40	65
52	Normanby	Grey	100			100
53	Orillia	Simcoe	50		30	80
54	Osprey	Grey	300	30	80	410
55	Oxford, East	Oxford	80		50	130
56	Puslinch	Wellington	400		200	600
57	Rainham	Haldimand	25		10	35
58	Romney	Kent	30	3	10	43
59	Saltfleet	Wentworth	175	25	100	300
60	Sandwhich, East	Essex	100		25	125
61	Sarnia	Lambton	12			12
62	Scarborough	York	700	10	600	1310
63	Scugog	Ontario	10		10	20
64	Seneca	Haldimand	32		12	44
65	Southwold	Elgin	250		200	450
66	Stafford	Renfrew	40		20	60

Number.	TOWNSHIP.	COUNTY.	Labourers.	Mechanics.	Female Servants.	Total.
67	Stephen	Huron	30	3	.....	33
68	St. Vincent	Grey	200	20	50	270
69	South Gower	Grenville	40	.....	35	75
70	Tilbury East	Kent	80	10	20	110
71	Toronto	Peel	50	.....	50	100
72	Tudor	Hastings	.....	.....	10	10
73	Vittoria	Norfolk	50	.....	50	100
74	Wallace	Perth	250	.....	50	300
75	Williamsburg	Dundas	100	20	50	170
76	Yarmouth	Elgin	300	.....	200	500
77	Yonge, Rear of	Leeds	20	.....	20	40
	TOWNS, CITIES AND VILLAGES.					
78	Arnprior	Renfrew	75	40	50	165
79	Clinton	Huron	20	.....	6	26
80	Cobourg, (3 Grafton)	Northumberland	3	.....	24	27
81	Elora	Wellington	.....	.....	25	25
82	Newcastle	Durham	7	3	.....	10
83	Ottawa	Carleton	750	425	.....	1175
84	Port Rowan	.....	3	.....	2	5
85	Renfrew	Renfrew	100	38	100	238
86	Strathroy	Middlesex	50	67	50	167
87	Streetsville	Peel	10	.....	3	13
88	Wardsville	Middlesex	500	.....	.....	500
89	Woodstock	Oxford	35	35	50	120
		Total	9163	966	4349	14478

Total number applied for, 28,956.

CANADA VERSUS KANSAS.

(To the Editor of The Globe.)

SIR.—Some dissatisfied Canadians have during the last few years turned their attention to Kansas—"the poor man's Paradise"—"the free and glorious West!" Awkward questions, it is true, have arisen in respect to the lawlessness of the inhabitants, especially on the Colorado frontier. Mention has been made of periodical drought, and other little disturbances of the unmixed prosperity that some farmers think only denied to them in Canada. But what of taxation? Did it ever strike the most enthusiastic patriot that the best argument he could use against an irrational flight of his countrymen to "ills they knew not of" was the low price of farm produce, and the frightful severity of the taxation! Who would anticipate the latter scourge in the Far West, the country of the antelope and the buffalo, Pottowattamies and—land for the asking? Lest my story should seem incredible, Mr. Editor, I send you herewith, "not necessarily for publication, but as an evidence of my good faith," a tax receipt for 212 acres in Riley County, Kansas, a spot claiming to be the exact centre between the Pacific and Atlantic Ocean! Far enough off for freedom, but freedom that is very dear at the price! A summary of this extraordinary document, which is under the hand of the County Treasurer, may be given—212 acres; value, $2,000; taxes $79.50, or four per cent. on the valuation—a tidy *rental* in some parts of England that I know.

In our metropolitan county of York the total tax on farm lands is 1½ mill in the dollar. In the city of Toronto the taxation is only 1½ cents on the dollar. But out there on the boundless prairie of Riley County, Kansas, *four cents in the dollar.* No doubt, Mr. Editor, we are a slow, stupid, unprogressive people, but Canada has its merits, and it is a pity that the dissatisfied have to go so far to find them out. Luckily in these railroad days they can get back again easily, *and so they do*; but the misrepresentations that took them away should be oftener exposed. I might add to the above that my agent farmed those 212 acres "on shares." His share was 496 bushels of corn, which sold for 22 cents a bushel; taxes, $79.50; total crop, say $200, for a division between landlord and tenant. I have no reason to

doubt the honesty of any of the persons concerned, all of whom I know, as I also do the property in question.

If this sort of place can be made attractive to British capitalists, and to farm labourers from all parts of the world, what could not be done for Ontario, if only the right means were used in making her resources known to the small farmers and ill paid labourers of Great Britain and other European countries? Your obedient servant,

THOS. C. PATTERSON,
Assistant Provincial Secretary.

TORONTO, January 13, 1872.

[The original receipt enumerates the items for State and county taxes—roads, schools, gaol, bridges and college—amounting to $79.50.—ED.

APPENDIX (C.)

REPORT OF THE SECRETARY OF PUBLIC WORKS AND IMMIGRATION —CORRESPONDENCE WITH DOMINION GOVERNMENT—REPORT OF MR. G. T. HAIGH; ALSO THE REPORT OF MR. THOMAS McMURRAY AND OF MR. ROGER TUSON.

Correspondence respecting Small Pox amongst Immigrants.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, May 20th, 1871.

MY DEAR SIR —I beg to call your most serious attention to the fact that several cases of small-pox, said to be of a virulent type have already occurred amongst the immigrants just arrived at the Toronto depot; principally, I believe, from amongst the passengers by the steamship *Medway*, on board of which vessel the disease is said to have existed on her passage out.

I would urgently impress upon you the necessity of at once instructing your medical staff at Grosse Isle, to use the utmost vigilance in the inspection of vessels and passengers this season, and not allow any immigrants to be passed up unless a clean bill of health can be given, at least so far as it respects small pox or other contagious diseases. Should the disease of small-pox spread to any extent it will be an immediate and serious loss to the agricultural and other industries of this Province, and will also materially retard immigration for some time to come. (Signed) J. CARLING,
Commissioner.

The Honourable Christopher Dunkin,
Minister of Agriculture,
Ottawa.

DEPARTMENT OF AGRICULTURE,
OTTAWA, May 22d, 1871.

MY DEAR SIR.—I have to acknowledge and to thank you for your letter of the 20th inst., just received.

The important subject to which it relates had not failed to receive the most serious attention I could give to it.

The *Medway* was detained at quarantine at Grosse Isle; and for a time which at first subjected the medical superintendent to some degree of animadversion for supposed over-scrupulousness.

All needed instructions as to the care they should take have been given to the medical officers and others concerned with the execution of the quarantine laws, in connection with the harbour of Quebec, and steps have been taken to bring the Ocean Mail Steamers (ordinarily exempt from quarantine) under a modified system of quarantine. They will in future be boarded by a medical officer at Father Point; and if necessary, but not otherwise, detained

so far as any considerations of public safety may require. And the Grosse Isle establishment is further augmented—following the analogy of 1866, when fears were last entertained on the score of cholera—by the temporary appointment of three medical assistants; one to discharge this duty in connection with the mail steamers; one to be detained for service on Grosse Isle, and one to serve as occasion may require at Grosse Isle or in the harbour at Quebec, or at Point Levis. In point of fact, it may be presumed that the services of this officer will, as a general rule, be mainly rendered at Point Levis. It is intended to charge him with the duty of watching the immigrants as carefully as possible, at this point of their start for the interior.

The immigrant agents at Quebec, Montreal, Ottawa, Kingston, Toronto and Hamilton, are also all ordered to report systematically and promptly on this important subject.

I enclose for your information copy of the instructions so given them, and I beg to add that I shall be obliged by whatever further information you can give me, or by any suggestions that may occur to you in the public interest.

I have the honour to be,
My dear sir,
Yours very faithfully,
CHRISTOPHER DUNKIN

The Hon. JOHN CARLING,
Commissioner of Agriculture and Public Works,
Toronto.

SMALL POX REPORT.

Emigrant Agent, at

Consecutive number of each case continued from last report.	Date of leaving Quebec for Interior.	Name of patient, and name of ship.	Date of observed commencement of disease.	Place where first observed.	Locality where patient is now, and how treated, whether in hospital or elsewhere.	Whether disease has spread and other remarks.

The day of 187 ,

Emigration Agent.

Copy of Letter From the Hon. John Carling, Commissioner of Public Works, Ont., To C. A Piehl, Esq., of Norway.

DEPARTMENT OF PUBLIC WORKS,
TORONTO, Sept. 4th, 1871.

C. A. Piehl, Esq.

DEAR SIR.—Taking advantage of your presence in this country on a visit which I hope will be useful to yourself and to the interest of this Province, I beg to hand you herewith a pamphlet and circular issued by this Department to encourage immigration into Canada, and particularly to this Province, (Ontario) which I would ask you to be good enough to hand to some person whom you think competent to perform the duty, to be translated and printed in the Norwegian language), and distributed to those for whose information they are intended.

The inducements which are offered by this Government as stated in the pamphlet and circular, will, it is hoped, induce many of your thrifty countrymen to seek a home amongst us.

A special feature of encouragement has been given to immigration by the Legislature of this Province voting at its last session a large sum to enable this Department to build houses,

each 16 feet by 20 feet, and clear a space of 5 acres to each house, as well as to give a free grant of 200 acres to each head of a family; thus providing a comfortable habitation and a space sufficiently large for a settler's wants immediately he arrives.

These houses are sold by the Government to the settler at their net cost of construction, and the purchase money is repaid by easy instalments in the proportion of one-sixth cash down, and the balance by five equal annual payments at the low rate of 5 per cent. per annum, interest

You would confer a favour by selecting for the Government of this Province a suitable person in Norway who would act as Immigration agent for this Province whose duty it should be to communicate with this Department from time to time and furnish information to intending emigrants to this Province, for which he would be paid a reasonable salary.

If on your return to Norway you should find that the offers made by this Government to intending settlers appear to be favourably received, and you would kindly inform us that we might expect say from twenty to thirty families as "pioneers" by the opening of navigation next year—about the month of May—we would endeavour to set apart the requisite number of houses for them, and would see that they were brought free of charge from Quebec to their destination If they arrived here in May they would have sufficient time to plant and till the cleared land attached to each house.

If the Government is encouraged to look forward to a continuous emigration from Norway it would feel disposed to ask for a further appropriation this year for the laying out of one or two more experimental townships on which would be erected houses similar to those now being built at "Ryerson," which is the name of the new township.

The information contained in the pamphlet and circular which I ask you to have printed in Norwegian is official, and may be relied upon.

If it should be found that an immigration to this country would be facilitated by the immediate publication of the pamphlet, circular, and poster, into your language you will please cause the same to be done at once, to such moderate extent as in your judgment is reasonable for a commencement, and apprize this Department of your action. Funds will then be placed at your disposal with the financial agent of this Government at London to cover the outlay occasioned by the publication.

I should feel extremely obliged if you will allow reference to be made to yourself by intending emigrants; as your assurance derived from a personal visit to this country will satisfy your countrymen of the good faith of the Government towards intending settlers, and of the sterling advantages which this country offers to them.

I am, dear sir,
Yours faithfully,
JOHN CARLING,
Commissioner.

REGULATIONS FOR LOCATION AND SETTLEMENT OF CLEARED LOTS IN THE TOWNSHIP OF RYERSON,

Under the "Act to encourage settlement in the Free Grant Territory."

1. Locations will be made only to heads of families, who will be entitled to receive 200 acres of land each, with from three to five acres cleared, and a house erected thereon.
2. The whole cost of the improvements upon each lot will not exceed $200.
3. Applications are to be made direct to the Commissioner of Agriculture and Public Works.
4. On the Commissioner's approval a Location ticket will be issued by the Commissioner of Crown Lands, when the Locatee may make a selection from the lots not previously located
5. At least one-sixth of the cost of the improvements upon each lot must be paid before a Location Ticket will be issued, and the balance must be paid in five annual instalments, with interest, at the rate of five per cent. per annum.
6. The whole cost of the improvements may be paid down at once, if the Locatee so desires it. When the whole has been paid, and full settlement duties have been performed,

by having 15 acres cleared and under crop, the patent for the land will be issued to the Locatee.

7. All moneys due upon said lots for improvements, must be paid to the Commissioner of Agriculture and Public Works.

8. No Squatting or Squatter's claims will be allowed upon, or recognized in regard to any of the cleared lots, or in regard to any lots selected to be cleared by the Government, in the said Township of Ryerson, under any circumstances whatever.

9. In all other matters regarding the settlement of these lots, the Locatees will be subject to the "Orders and Regulations" printed on page 3 of this circular.

JOHN CARLING,
Commissioner of Agriculture and Public Works,
Ontario.

TORONTO, October, 1871.

Form of Circular granting to an applicant the right to locate upon an improved lot.

DEPARTMENT OF AGRICULTURE AND PUBLIC WORKS,
TORONTO, 187 .

SIR.—I am instructed by the Commissioner to acknowledge the receipt of your application of the , to be allowed to locate upon one of the lots in the Township of Ryerson, upon which a clearance is being made and a house is being erected, under the provisions of the "Act to encourage settlement in the Free Grant Territory," of 1871; and, in reply, to say that your request has been granted, and that upon applying at this Department, and paying to the Commissioner an instalment of not less than one-sixth of the cost of the improvements upon one of the said lots say $33.33, you will be furnished with a blank Location Ticket, which you will present to Luke Wade Owen, Esq., Crown Lands Agent in said Township, who will give all the information necessary to aid you in the selection of a lot, and will also take your affidavit of location as required by the "Free Grant and Homestead Act" of 1868

I am, sir,
Your obedient servant,

Secretary.

Extracts from Assistant Engineer's Report on progress of works in Ryerson.

DEPARTMENT OF PUBLIC WORKS, ONTARIO.
Toronto, 23rd January, 1872.

HON. ARCHIBALD MCKELLAR,
Commissioner of Public Works.

SIR,—I have the honour to submit the following report on the progress made in forming roads, clearing lands, and erecting houses in the township of Ryerson, in accordance with the terms of the Act 34th Victoria, chapter 5, entitled "An Act to encourage settlement in the Free Grant Territory."

After careful examination of the township of Ryerson, the favourable report as to its surface, soil, and timber, led to its selection for the proposed purposes of settlement, but as the examination could not be made until after the melting of the snow in spring, a delay was necessarily caused in the commencement of the works.

The township is situated on the Maganetewan River, which flows through a considerable part of it, and is navigable in its whole course through the lands selected. Ah Mic Lake, a part of the Maganetewan, touches on the north-west angle, and the Nipissing Colonization road intersects the same part of the township. This road is now completed from the head of Lake Roseau to the Maganetewan, a distance of about 33 miles, and the roads now being formed through the township of Ryerson will connect with that road

about 2½ miles southerly from Ah-Mic Lake, where the chief depot of supplies in connection with the lumber trade of this district is established, and which point will therefore be the market for the purchase of all the surplus produce of Ryerson and the adjoining townships for many years to come.

In addition to the sum of $20,000 appropriated for this work by the provisions of the Act, a sum of $6,000 was transferred from the appropriation for "Colonization roads," for use in the construction of roads of a similar character throughout the township selected for the settlement works, and of this sum $1,409.04 was expended in 1871 on these roads, and the balance refunded to the Crown Lands Department.

Formation of Roads.

A contract was let in July 1871 to Mr. George Geary, for the construction of 14 miles of a road in the township of Ryerson at the following rates :—

Chopping out 30 feet in width, close-cutting and levelling 12 feet wide in the centre, at $106 per mile.

Ditching, brushing, and forming embankments in low parts of the road at $3 per rod.

Crosswaying at $2 a rod, and culverts at $2 each.

The contractor has chopped out, formed, and nearly completed 7¾ miles of road in the township, and 1½ miles of road have been made by the Department by day work, for connecting the Ryerson road with the Nipissing road.

Payments have been made on these works in 1871 as follows :—

Payments to George Geary on contract	$	378 00.
" by paysheets to men on road outside township		429 03.
" for inspection and superintendance		263 19.
" for travelling charges, furniture, teaming, &c.		338 82.
Total payments	$1409	04.
Amount due George Geary on work in 1871.		891 00.
Value of work to close of 1871	$2300	04.

An appropriation of $4,000 will be required to finish the roads contemplated in the township, in addition to the payment of the balance due the contractor for work done in 1871.

Work on Houses and Clearings.

In July 1871, a contract was let to Mr. Andrew Starratt, for the erection of 25 houses with a clearing of 5 acres attached to each house, in such positions as should be marked out by the inspector of the works ; each house and clearing being on a separate lot. The contract price for each house and clearing is $185.

Two other contracts were allotted at the same time for similar numbers of houses and clearings for each party, but the contractors having afterwards declined to sign the necessary documents, the contracts were cancelled.

In December 1871, a contract was drawn out for 75 houses, and 375 acres of clearing, to be let to C. Starratt, and to include the 25 houses and clearings first let to A. Starratt, the contract for which was to be transferred, but this contract has not yet been signed, and the first contract therefore remains in force.

The contract for clearings includes underbrushing, chopping, piling, and burning all timber chopped on the ground, but not fencing.

The contract for the houses provides for a building 16 by 20 feet internal dimensions, and 8 feet from floor to beams, also three feet from floor of attic to top of wall plates.

The contractor has chopped 70 acres of clearings in 5 acre areas on 14 lots, and has erected 18 houses on 18 different lots, none of which can be finished until the lumber for flooring, roofing, &c., is delivered.

One house and clearing of 5 acres has been partly finished on a lot in the township of Spence, at the junction of the Nipissing with the Ryerson road, and this is used for offices and a depot for provisions, which are kept in store there and furnished to the contractors on these works at cost.

A steam saw mill has been erected by the contractor in the township of Monteith adjoining the Nipissing road, and he is now engaged procuring logs, cutting lumber, and distributing to the houses under his contract.

The following expenditure has been made on these works in 1871 :—

Cost of inspection and laying out works	$ 496 20
" advertising and printing	297 34
Payments to A Starratt, on contract	1344 00
" for purchase of provisions	1236 52
" for horse, harness, wagon, freight, & travelling charges	307 97
Total	$3682 03

The amount of $1236.52 for purchase of provisions, will not be a permanent charge against the works, but forms a suspense account, the amount of which will be deducted from the payments due to contractors as provisions are advanced to them, and out of the sum mentioned, $354.48 worth of provisions has been advanced to the contractor in 1871, and will be deducted from first estimates payable in 1872, and $277.50 worth has been used in boarding men working on the part of the road made by the Department. The balance is on hand in the store at the depot in Spence.

I have the honour to remain,

Your obedient servant,

THOS. N. MOLESWORTH,
Assist. Engineer.

Report of the Secretary of the Department.

TORONTO, June 29th, 1871.

(Copy)

SIR.—Acting upon your instructions, I proceeded to Quebec on the 23d instant, for the purpose of making inquiries as to the existing arrangements for the disembarking, care-taking, and shipping of Immigrants westward from Point Levis, and of such other matters as your attention had already been directed to by Mr. G. T. Haigh, who had preceded me at Quebec. Acting apart from Mr. Haigh, I was able to make my observations entirely independent of him, but resulting to a great extent in a corroboration of his statements, as to the unsatisfactory state of things prevailing there, namely :

1st. Insufficient shed accommodation for the large number of immigrants arriving by each steamer.

2nd. Insufficient wash house and water-closet accommodation.

3rd. Absence of any facilities for cooking or for procuring proper food while at Point Levis, or for the journey westward.

4th. Absence of suitable provision for the spreading of mattresses, except on the main floor of the shed, which is often very dirty or very wet.

5th. Improper influences of agents of the other Provinces, in misrepresenting this Province to the immigrants, both as to labour requirements and wages paid.

6th. Difficulty of obtaining free passes for indigent immigrants desiring to proceed westward, on the plea that employment can be found in the eastern section of the Dominion.

7th. Absence of any arrangements to supply poor immigrants, who may be compelled to pay their own fares, with railway tickets at the same rates as are paid by the Dominion Government to the Grand Trunk Railway Company.

8th. Improper detention of immigrants at Point Levi, on account of unsatisfactory railway facilities for forwarding them westward.

In reference to the accommodation (No's 1, 2, 3 and 4,) I cannot do better than quote from Mr. Haigh's first report, in which I fully concur. He says: "I inspected the accommodation provided at Point Levi, and found it to consist of a long shed in an extremely bad state of repair, ventilation and light being admitted by sliding doors instead of windows. At the west end of the shed is situated the Grand Trunk ticket office for immigrants, and at the other a small corner is partitioned off for the use of Mr. Stafford the Dominion agent when over at Point Levi. There are two troughs divided into some four divisions each, along the centre of the south side of the shed for washing purposes, but are seldom if ever used because in general the baggage of the immigrants is piled up against them, and also that it is much too public a place for any respectable woman to use The shed itself will on a fine day suffice for the requirements of about 250 immigrants: that is, it will contain their baggage and enable women and children to remain inside while waiting for the train; but for any greater number (or even that number on a wet day) it is totally inadequate. The latrines too are insufficient, and too public." I would suggest that representation should be made to the Grand Trunk Railway Company, that the accommodation provided is for the convenience of Canadian immigrants, and not for the foreign and other immigrants they are conveying through to the United States, and that they are bound to provide sufficient accommodation without infringing on that furnished by the Dominion Government.

As to the influence used by the agents of other Provinces (No. 5) I can fully corroborate the statement of Mr. Haigh, having personally contested with more than one of the agents, when reporting that no employment was to be obtained in the Province of Ontario, that large numbers of immigrants were constantly returning to the Lower Provinces, and that the wages paid were lower than they were prepared to promise.

On the granting of free passes to indigent immigrants (No. 6) Mr. Haigh says, "The granting of free passes to Ontario as promised by the agents in Britain is not carried out, it being entirely in the discretion of the Dominion agent whether he grants the passes or not. The only ones who got passes through were those sent out by the Clerkenwell and other emigration societies, and who bring letters to Mr. Stafford." From a conversation I had with Mr. Stafford, I learned that free passes are refused to such persons as are offered work in the Province of Quebec, or on the Intercolonial Railway, although such immigrants may have been induced to emigrate to Canada through the money expended and the means used by this Province, in the dissemination of information in the United Kingdom. Mr. Haigh also reports (No. 7), "The sum paid by the Dominion Government to the Grand Trunk Railway, for the conveyance of immigrants to Toronto, is $3.50 per head; but to an immigrant who buys his own ticket the charge is £1. 0. 6½, or $5, thus giving $1.50 more to the Grand Trunk Railway for the same accommodation. If those immigrants who could pay their passage to Toronto, were allowed to purchase tickets at the same rate for the same accommodation as the Dominion Government pay for free passes, it would be a great benefit to them, as many of them only land with £1 to £5 in their pockets, and paying for their wives and families absorbs in many cases the whole; whereas if there was $1.50 deducted per head to Toronto, and a proportionate sum for other places, it would be so much saved to the immigrant, and they would arrive in Toronto with a small sum in their pockets besides having money to purchase food on the journey." This is a matter that should be attended to by making the necessary arrangements with the Grand Trunk Railway.

Upon the question of detention of immigrants at Point Levi, it is again only necessary to refer to Mr. Haigh's report where he says, "There seems also to be a want of sufficient rolling stock for the purpose, the trains having to run from Quebec to Sarnia and return, which journey occupies some seven or eight days, and in general there are about ten emigrant trains either going or returning on the road; and the car accommodation as well as attention to immigrants on the road might be considerably improved." * * * The average time that immigrants are detained at Point Levi, after disembarkation, is from all accounts about ten hours; this is much too long, as the Dominion agent generally finishes his work in about three hours, and during that period all the baggage could easily be placed on the cars—two horses and carts being all that is employed to move sometimes 200 or 300 tons of baggage. The whole time consumed should not be more than three or four hours at the farthest. Mr. Haigh also urges "that there should be a place provided where immigrants could wash themselves on arrival at Point Levi, as the state in which most of them are landed from the close hold of the steamers, and are then packed in cars is very provocative of, and a certain conduc-

tor of disease." Upon my visit to Quebec I was very much impressed with the desirability of having the new depot, about to be constructed, fully furnished with bath-rooms and wash-houses, and that all immigrants arriving there, whether to remain in the Dominion or passing through to the United States, should be compelled to thoroughly cleanse both their persons and clothing before proceeding further on the journey; and that the railway company should be compelled to keep their immigrant trains at all times in a state of thorough cleanliness.

Considering the amount appropriated by the Legislature of Ontario for the securing of a large immigration, and the numerous agents at Quebec for the Lower Provinces and other places, it seems to me to be very desirable that this Province should have an agent at Point Levi during the whole of the season in which immigrants are arriving, so as to be able to counteract the many adverse influences now in operation; and also to give information and advice to such of the immigrants as may either desire it or appear to need it, respecting the resources and labour wants of this Province.

During the winter season this agent might be profitably employed in the rural districts of the United Kingdom, in advocating emigration to this Province, and in giving information and advice to all who may require it, either by lectures, by conversational meetings, or by correspondence in the rural papers.

I have the honour to be, sir,
Your obedient servant,

WM. EDWARDS,
Secretary of Public Works and Immigration.

To the Hon., the Commissioner of Agriculture and Public Works,
Ontario.

Correspondence with the Dominion Government.

DEPARTMENT OF AGRICULTURE AND PUBLIC WORKS,
TORONTO, July 13th, 1871.

DEAR SIR,—I enclose you a copy of a letter addressed to Mr. George T. Haigh, instructing him to proceed to Quebec, in connection with the Department, to give information to immigrants intending to proceed to this Province. It is not intended that his duties shall in any way clash with those of the Dominion or other agents, but rather to give correct information to immigrants respecting the Province of Ontario. Will you have the goodness to instruct Mr. Stafford to afford him such facilities as may not be inconsistent with his other duties. I shall feel much obliged, also, if you will instruct Mr. Stafford to furnish free passes, on application, to all immigrants desiring to come West, to any of the agencies at Toronto, Hamilton, Ottawa or Kingston. I deem it necessary to ask that such instructions be given, because the immigrants were promised this before leaving Great Britain, and because the agent at Quebec has been systematically refusing to give such passes to parties to whom employment has been offered by the agent of the Province of Quebec, or by the agents of the Eastern Townships Colonization Society, and the Intercolonial Railway contractors.

If you will have the goodness to attend to these little matters, I shall feel much obliged.

I am, dear sir,
Yours very truly,

(Signed) JOHN CARLING,
Commissioner of Agriculture and Public Works.

HON. C. DUNKIN,
Minister of Agriculture, Ottawa.

DEPARTMENT OF AGRICULTURE,
OTTAWA, 19th July, 1871.

DEAR SIR,—I have the honour to acknowledge the receipt of your letter of the 13th instant, and of the copy of your instructions to Mr. George T. Haigh, enclosed therewith.

I have not failed to communicate their tenor to Mr. Stafford, and have instructed him, as you ask, to afford Mr. Haigh all facilities not inconsistent with his other duties.

As regards your request that I should also instruct Mr. Stafford to grant free passes, on application, to all immigrants desiring to proceed West to any of the agencies at Kingston, Ottawa, Toronto, or Hamilton, I regret that it is not of my power to give effect to it. You are mistaken in stating that the immigrants were promised this before leaving Great Britain; on the contrary, since 1867, the system laid down and closely adhered to, has been one admitting of no such promise. Before that time there had grown up a practice of indiscriminate pass granting, and it had led, (as was inevitable) to gross abuse. Shipping, railway, and other agencies, in the interest of the Western States, had come to advertise the St. Lawrence route as advantageous for immigration to the Western States, on the ground that passengers by it could count on free transport inland at the cost of the Canadian Government, and of course the immigration so aided passed altogether, so to speak, through Canada to the United States.

In 1867 and 1868 a stop was put to this, and ever since, according to explanations repeatedly given in Parliament, and which must be held as limitative of the votes in aid of immigration, the system has been entirely different. Free passes are given to such immigrants only as are believed to be settling in Canada, and to be in circumstance to require and justify that measure of aid from the public funds; and as a requisite precaution against recurrence of the old abuse, the agent at Quebec is required to obtain special authority from the Department on each arrival of an immigrant ship. The refusal, therefore, on his part, of which you complain, to grant passes indiscriminately, is no arbitrary act of his own, but a necessary result of the discretion which his instructions impose on him, and which, I am bound to say, I have reason to believe, that he exercises faithfully and well.

I remain, dear sir,
Yours very faithfully,
(Signed) CHRISTOPHER DUNKIN.

Hon. John Carling.
Commissioner of Agriculture and Public Works, Toronto.

Department of Agriculture and Public Works, Ontario,
Toronto, July 25th, 1871.

Dear Sir,—I have the honour to acknowledge the receipt of your letter of the 19th instant, in answer to mine of the 13th, respecting the immigration agency at Quebec.

I have to thank you for the instructions given to Mr. Stafford, the Dominion agent, to afford Mr. Haigh—who represents this Department—all facilities not inconsistent with his (Mr. Stafford's) other duties.

With respect to the request contained in my letter of the 13th, that Mr. Stafford be instructed to issue free passes to all immigrants desiring to proceed westward to this Province, such passes having been promised them in Great Britain, I would explain that I only intended this to apply to such immigrants as represent themselves to Mr. Stafford, and as are believed by him to be, in need of such assistance, and in respect to which I have always understood that free passes would be given. I certainly did not intend to reflect upon the manner in which Mr. Stafford discharges his duties in carrying out what appears to be an inflexible rule of the Department, namely: that on the arrival of an immigrant ship he is required to obtain special authority from the Department at Ottawa, before issuing any passes. I am aware that the agent is liable to be imposed upon by immigrants who are really able to pay their own fares. It is impossible, however, to ascertain whether they are able to do so or not, beyond the statements of the parties themselves; but I think you will agree with me as to the extreme disadvantages at which intending immigrants to Ontario are placed by the unavoidable delay which must ensue while the agent at Quebec is receiving instructions as to issuing the passes, particularly when it is remembered that German and all other through immigrants are subject to no such detention, and therefore monopolize the best of the car accommodation, which should be equally at the disposal of all. I would here remark that as the Dominion Government controls the conveyance of immigrants by the Grand Trunk Railway, it ought to be so

arranged that persons intending to settle in Canada should, at least, be as comfortably cared for, and as expeditiously forwarded to their destinations, as are those who are merely passing through Canada on their way to the United States.

With respect to the promise of free passes from Quebec westward, alluded to as having been made to the immigrants before leaving Britain, I have been repeatedly informed that such promises are given; and, in my judgment, very properly so in respect to such persons as are not able to pay their own fares beyond Quebec.

The Dominion agents at Toronto, Hamilton, Ottawa and Kingston, have authority from this Government to furnish free meals and passes to where employment is to be had, to any immigrants arriving at those stations, who, in the opinion of the agents, may require them; and it would very much expedite matters if similar arrangements as to free passes could be made at Quebec.

I am, dear sir,
Yours very truly,
(Signed), JOHN CARLING.
Commissioner Agriculture and Public Works.

HON. C. DUNKIN,
Minister of Agriculture, Ottawa.

DEPARTMENT OF AGRICULTURE AND PUBLIC WORKS, ONTARIO,
TORONTO, 13th July, 1871.

DEAR SIR,—You are hereby authorized to proceed to Quebec on behalf of this Department, and in the interest of immigration to this Province. For this purpose you will put yourself in communication with Mr Stafford, the Dominion immigration agent, at Quebec, who will be requested to render you such assistance as you may require, consistently with his other duties. You will also, as soon as possible, endeavour to procure a small space for an office in or near the Immigration Shed, at Point Levis. Mr. Stafford will be written to requesting his assistance in this matter.

A painted sign-board, "Province of Ontario Emigration Office," should be put up in a conspicuous position, and easily discernible from the steamship landing pier.

You will, while in Quebec, be kept supplied with copies of the Emigration pamphlets and posters issued by this Department, and with other necessary information, which you will use to the best interests of this Province. Your duties will be in part:—

1st. To meet the immigrants on their arrival, and render them such assistance and counsel as they may require and you may be enabled to give.

2nd. From information to be furnished you from this Department, or direct from the agents at Toronto, Hamilton, Ottawa and Kingston, as to the number and classes of mechanics and labourers required in the various sections of the Province, to assure the immigrants of where employment is to be had, and the rates of remuneration.

3rd. To report to me, from time to time, as to the arrival of immigrants, their accommodation, and the time elapsing between their disembarkation and starting on the trains for the West, and the car accommodation on the railway, and generally as to any matters you may deem of interest to be reported.

I am, dear sir,
Yours truly,
(Signed), JOHN CARLING,
Commissioner.

GEORGE T. HAIGH, Esq., Toronto.

MR. G. T. HAIGH'S REPORT.

TORONTO, Dec. 5th, 1871.

SIR.—I have the honour to submit complete returns shewing the number and nationalities of the immigrants who have arrived at the Port of Quebec, from the 14th of July last until the close of navigation for the year 1871, as also the principal sections of country to

which they were destined. I also append a statement shewing the different counties in the United Kingdom from which the immigrants whom I assisted with free passes came. This including as it does only a small proportion of the total number of the immigrants must necessarily be incomplete as a whole, still it may be useful in enabling you to perceive from what portions of the old country there is a spirit of immigration to Ontario evinced. The above returns numbered 1, 2 and 3 respectively, will be found appended to this Report.

I beg also to submit the following report of the working of the agency at Quebec during the same period. In accordance with instructions received from you I proceeded to Quebec and immediately placed myself in communication with Mr. Stafford, the Dominion agent at that port who afforded me every assistance compatible with his duties. In further pursuance of your instructions I had erected a temporary office at Point Levis for the use of the agency at a cost to the Department of $53.25. I also caused to be printed large posters referring immigrants to me for any information they might require, and especially with regard to the Province of Ontario. These I had posted on the wharves and steamboat landings, as also on the Grand Trunk Railway and immigrant depots at Point Levis. I had also smaller posters containing the same intimation struck off, these, by the courtesy of the various steamship owners, I had placed in conspicuous parts of their steamers.

During the continuance of my agency, a period of nearly five months, I attended the arrival of 51 steamers and 5 sailing ships, in all 56 vessels. These sailed under the provisions of the Imperial Emigration Act, and the emigrants if British subjects, though of different nationalities, are returned in the passenger lists as natives of the country from which the steamer sails; and this is the case of fully one-fourth of the steerage passengers who embarked at Liverpool, who had arrived there from Ireland in coasting steamers—in most cases the fare by steamer to Liverpool being much less than the journey by rail to Londonderry or Queenstown, therefore the purely English emigration either to the United States, Canada or elsewhere is not so large in reality as it has been represented.

A very large proportion of the immigrants, as will be seen in Appendix B, required the assistance of free passes by rail to Ontario and this especially in the case of women and children going to join their husbands, the latter seldom if ever paying the passage of their families beyond Quebec. Besides the vessels mentioned above, there were several that arrived carrying from one to six immigrants each. These are classed as short ships and are not included in the body of the return, but the probable number of immigrants brought by them is given at the foot. The immigrants by these vessels generally went west on their own account, or if they required assistance, applied at the office of the Dominion agent for that purpose. The immigrants assisted out by the Hon. Mrs. Hobart, the Rev. Styleman Herring, the British Colonial Emigration Society, the Emigration League, and other societies of a like nature having letters to Mr. Stafford, their wants were attended to, and any assistance they required was furnished by him. On my application Mr. Stafford granted free transports to various places in Ontario, to 1,386 needy immigrants, equal to 1,066½ statute adults.

I beg here to call your attention to the fact that the number of adults despatched West scarcely if ever equals the numbers disembarked, and this, to some extent arises from the following cause, that in the ocean transport all souls over twelve months and under twelve years of age are counted as half an adult, but on the Grand Trunk Railway all under three years of age are carried free, and the age under which a person travels half fare is extended to thirteen years; so that while two children of fifteen months each are counted as one adult on the ocean, on the Grand Trunk Railway they are passed free, and are not included in the return of adults despatched West. This will account in a measure for the apparent discrepancy in the numbers. Regarding the character of the immigrants that passed through my hands the majority, though poor, were respectable and generally of a healthy class. The girls brought out by Miss Rye and the boys by Miss Macpherson were of an age well suited to adapt them to the climate of the country and they will doubtless in a few years become thriving and prosperous members of the community. This is a class of immigration that will work well and is, I consider, the only one to which, if to any, the Government might give assisted passages, as children are not likely to leave for the neighbouring republic, but having been for some years brought up in the Province they will no doubt in time consider it as their native country. I have to call your attention to the question of free provisions, which I consider it would be a wise policy for the Government to adopt: a hearty welcome and kind treatment is everything to an immigrant landing in a foreign country and goes far to remove

any bad impression he may have formed of the same, either by hearsay or otherwise. The immigrants are detained on an average from 7 to 10 hours after disembarkation before being despatched West. This detention, of course, varies with the number of immigrants. During this time those unpossessed of funds are unable to procure sustenance either for that period or for the journey west, unless they are provided with the same by the Dominion agent or myself. The journey to Toronto often takes from forty to sixty hours, and a hot meal before leaving Point Levis, given either free or at a moderate charge would certainly be a great boon. It would be well also that arrangements should be made with the various refreshment room keepers along the line of the Grand Trunk Railway for supplying immigrants with provisions at a small cost. The special immigrant train being always under the charge of one of Messrs. Allan & Co.'s interpreters, it is detained by him at certain stations for the purpose of allowing the immigrants, if able, to obtain refreshments, but the tariff charge is too high and in the case of large families the amount becomes excessive. I may mention also that a large proportion of the British proceeding to the Western States have no particular reason for settling in that part of the continent, but are advised to go there by the ticket agents at home from whom they purchase their tickets and whose interest it is to send the immigrants as long a distance as they possibly can in order that the larger the amount paid for the ticket the greater may be their commission. I am pleased to state that during the continuance of the agency I induced 456 immigrants to change their destination from the United States and other places to Ontario. I would recommend that intimation should be given to the different emigration societies in the United Kingdom, that a greater discrimination in the selection of emigrants might be made by them. There are too many men and women assisted out by these societies that are of too great an age to enable them to make themselves useful members of the community, and consequently they become a tax on the bread earning portion. This is especially the case with immigrants assisted from London. Old men of no particular occupation, with large families of young children and no capital must necessarily be a burden on the country.

It will be perceived from returns 1 and 2, that out of 7,832½ British adults landed at Point Levis 6,349 are accounted for as having settled in Canada, 966 in the United States, leaving 517 British adults unaccounted for. Of the 6,349 adults settled in Canada, 5,235½ selected Ontario as their future home.

As the immigrants for the United States invariably went West by the special train, we may presume that the majority of the British adults unaccounted for proceeded to Ontario by boat or ordinary train. This was frequently the case with parties coming out in care of Ontario farmers returning home after a visit to the old country. The falling off in the number of immigrant arrivals at Quebec this year in comparison with the number who arrived last year and the year before is doubtless caused by the fact that no immigration agent was accredited to Europe on behalf of this Province during last winter.

To induce a large and increasing flow of immigration to this Province the advantages and opportunities that Ontario holds out to intending immigrants should constantly be kept before them. A mere sending home of a special commissioner to give a series of lectures every two or three years cannot be of much avail against the efforts of persons who are permanently stationed in the United Kingdom, such as the agents general of the Australasian colonies and the different American land and railway agencies. I would suggest that the establishment of a Provincial emigration office in Liverpool would be of the greatest benefit both to the immigrants themselves as also to the Province. Waterloo or Regent Road, which is the centre of the emigration locality, would, I think, be the most suitable place for such an office. Not only emigrants going to Ontario could be supplied with any information they might require but emigrants having no particular destination might be persuaded to try their fortunes in our country. From this office a knowledge of the Province might be disseminated throughout the United Kingdom by the distribution of pamphlets, lectures, communications to the press and otherwise.

In reference to the Quebec agency I am of opinion that it has been of great service especially to the immigrants in advising them in what parts of the Province they would find suitable employment, as also in inducing immigrants who had no particular desire to emigrate to any one locality to settle in Ontario. Again in the cases of women and children coming out to join their husbands in Ontario, it was of great assistance to them in procuring them free transport with free provisions for the journey west, thus obviating to a great extent the

trouble and annoyance to which women with large families of children are subjected on their arrival. I have also been in communication with various gentlemen and employers of labour throughout the Province and have often been able to send them the requisite labour direct from Quebec, and the having of these situations open enabled me to persuade many immigrants from settling in the United States by sending them at once to these vacancies.

The temporary office at Point Levis will shortly be, if it is not already, pulled down, in consequence of the erection of the new immigrant depot, and I have therefore subject to your approval, arranged with the Grand Trunk Railway agent for a site for an office. Being situated on the wharf at Point Levis, immediately above the pontoon it would be a most suitable position, as the immigrants could see it from the steamer before landing, and it would be the first building they would pass after disembarkation.

It would be necessary also that an assistant agent or clerk should be appointed for next season as the agent cannot possibly be in all places at once, and especially (as it often happens) when 600 or 800 immigrants are at the depot at the same time.

From my experience of last season I found that nearly one-half of my time was taken up in inquiring into the circumstances of persons requiring free passes, taking an account of themselves and families and filling up the necessary application forms, while if I had an assistant I could have given a much larger proportion of time to addressing the immigrants and advising them to make Ontario their home, and also in what parts of the Province it would be most beneficial for them to settle. Again I would suggest the advisability of requesting the Dominion Government to furnish the medical officer in charge of the immigrants after their arrival with a suitable surgery and room, which latter should contain some six or twelve pallet stretchers on which women and others who have not recovered from the effects of the voyage, or who are not seriously indisposed may remain for a day or two until sufficiently recovered for the journey west. This I consider a most important point as a preventative of illness especially in the hot summer months, the crowding of the immigrants in the cars, combined with their weakness from sea sickness, and the high temperature to which they have not been accustomed, being a great provocative of disease. The only accommodation that there is at present is the marine hospital on the Quebec side of the river and the majority of the sick immigrants prefer risking the consequence of the journey west instead of being sent to that institution. I must here call attention to the very efficient services of the medical officer, A. S. Rinfret, M. D., and to his exertions the general good health of the immigrants on their arrival in Ontario may be attributed.

I would suggest that an advertisement, setting forth the resources of Ontario, should be inserted in the *Berlin Immigration Gazette* which is now the recognized organ of immigration in Germany. Mr. Shipman, of Quebec, formerly the consignee in that city for a Hamburg firm who are largely concerned in the German immigration business, has assured me that emigrant ships would again be sent from that port to Quebec if upon his arrival in Germany next February, he was enabled authoritatively to state that immigrants for the Province, on landing would be taken in charge by the Government, and the ship-owner relieved from the responsibility of sending them up country. I may state that in consequence of the Order in Council passed by the Dominion Government, making ship captains responsible for the carriage of the immigrants up country, only one vessel with German immigrants arrived in 1870, and none last year.

With regard to Norwegian immigration to this Province I have had several conversations with the Baron de Falkenberg, the Swedish Consul General for the Dominion of Canada, and he is personally very favourable to the scheme; but in consequence of the failure in the attempt to establish Swedish immigration into Canada some years ago, he would require to be well satisfied with the truth and soundness of the inducements offered before he would report favourably to his Government. He intimated that, in order to form a nucleus, a township or portion of a township should be set apart exclusively for Scandinavian emigrants, and that a pastor and doctor of their own country should be induced to reside in the settlement; also that a church should be built at the expense of the Ontario Government and to a certain extent be supported by it. With these suggestions I entirely agree and would further suggest that the passages of the first batch should be defrayed either in whole or in part by the Ontario Government.

When once a nucleus is formed and prospering, it is certain to be increased by the incoming of other immigrants—the difficulty is to establish the nucleus.

I may mention that there is a small settlement of Scandinavians in the neighbourhood of Sherbrooke, in the Eastern Townships, and this is gradually though slowly increasing in numbers. I have been informed by one of Messrs Allan's travelling interpreters that there are some few families of Norwegians living on the shores of Lake Huron, in the Province, engaged in fishing. If these could be removed to a free grant township, from them a settlement might be formed which further immigration would increase.

If it is decided to enter largely into foreign immigration it will be necessary to appoint an interpreter acquainted with both the German and Scandinavian languages and who would be entirely free from the control of any steamship or railroad companies. In reference to the suggested Provincial office at Liverpool I would remark that the agent should inspect every vessel before leaving that port, and personally instruct the immigrants as to whom they should apply, and as to what they should do on arrival at Quebec. This would be beneficial. I would also propose that a small card of instructions should be issued informing an immigrant of the different preparations he should make before emigrating to Ontario, as also the household articles that it would be well for him to bring out with him, and those that would be unnecessary and would be better disposed of at home. It should contain also instructions as to embarking and again on disembarking at Quebec, informing them how to get their baggage together so as to facilitate the operations of the custom house and immigration officers, warning immigrants against the runners for the different public houses who attend the arrival of every steamer, and exhorting them to place themselves entirely in the hands of the immigration officers, who, they should be informed would attend to their requirements and give them every necessary information. A larger card to the same effect should be framed and placed in conspicuous parts of the ocean steamers.

I beg to draw your attention to the class of persons sent out of the Island of Jersey by the authorities there, and who were brought to this country by Messrs. H. & A. Allan's vessel, the *Minerva*, which vessel was wrecked in the Gulf of St. Lawrence. Many of the women as well as men were extremely bad characters. This, I have been informed is the third year that the Island of Jersey has emptied the sweepings of her gaols upon the shores of Canada.

I would suggest that in order to prevent the free pass system being abused that the passenger list of each steamer should be handed immediately on her arrival to the Dominion Emigration Agent, instead of the custom house officers. By examining the list when an application is made for a free pass, the agent would be enabled to see whether the applicant has only paid his ocean passage to Quebec or to a place further west, and as the majority of the English speaking immigrants are for the Province of Ontario, a second copy should be made for the use of the Ontario agent.

The ship's tickets should also, instead of being taken from the immigrants before landing be left in the possession of the immigrants. This would afford the immigration agents complete means of identification of the immigrants, and this is very necessary when it is remembered that letters and sums of money are continually being sent to the agent to hand to particular immigrants on their arrival.

The new immigration shed in course of erection by the Dominion Government is fast progressing towards completion and will doubtless be ready for the reception of immigrants in the ensuing spring.

The demand for domestic servants and agricultural labourers has been very great, but the supply has not nearly been equal to the demand. This will always be the case as the country is opened up and more farm hands are required, and it is seldom that an agricultural labourer can save enough money to enable him to emigrate. In regard to mechanics there are always enough emigrating to keep the supply up to the demand, but yet not in sufficient numbers to reduce the scale of wages. A very large majority of the immigrants this season and particularly those who, arrived in the Autumn months consisted of women and children, there being but a very small proportion of working men.

From information obtained from different immigrants there is every probability of a large immigration next year if the pioneer parties that immigrated during this season are successful in their endeavours to found a new home in this country.

I must remark the large number of Scotch artizans, especially from the East coast that are settling in the Eastern States of the Union. The English immigrants who have arrived at Quebec as a whole, have settled in Canada. The British who have gone on to the United

States being mostly Irish and Scotch, with the exception that the immigrants sent out from the north of Ireland by Mr. Foy, have mainly made this Province their home.

Two or three cases of small pox occurred on board the ocean steamers, but the patients were removed to the marine hospital immediately on arrival, so that the Province may be congratulated that it has been spared the infliction of so frightful a calamity. Before closing this report I must beg leave to call your attention to the very kind and courteous treatment I always received from Mr. Stafford, the Dominion agent, as also from his staff. They did all they possibly could to aid me in my duties, which, but for their advice and assistance, would have been much more arduous.

There has been a large importation of thorough-bred horses and stock into this Province via Quebec, this year. One steamer, the *Germany*, in August last bringing no less than 98 head. I must specially call your attention to the new stamp of cart-horses that were imported last season, they being all of the heavy draught breeds, and which importation, if continued, will necessarily change the stamp of cart-horse now used by the farmers of the Province. There was a fair importation of Ayrshires; and a few larger breeds of stock were imported. In swine the importation was chiefly Berkshire. Some few Leicester and Cheviot sheep arrived at Quebec and were sent up country.

I have the honour to be, Sir,
Your obedient servant,
GEO. THOS. HAIGH,
Immigration Agent for the Province of Ontario at the Port of Quebec.

The Hon. JOHN CARLING,
Commissioner of Agriculture and Public Works.

STATEMENT No. 1.—Shewing the Number and Nationalities of the Immigrants landed at the Port of Quebec from the 14th of July last, until the close of Navigation.

Number of Vessels.		Name of Line.	Port of Sailing.	Number of Emigrants—Steerage.		NATIONALITY.									
						English.		Scotch.		Irish.		Total British.		Foreign.	
				Souls.	Adults.	Souls.	Adults.	Souls.	Adults.	Souls.	Adults.	Souls.	Adults.	Souls.	Adults.
Steamers	26	Montreal Ocean Steamship Company	Liverpool, Londonderry and Halifax, N. S.	8,264	6,960½	5,278	4,443½	.....	.....	749	706	6,027	5,137½	2,237	1,823
do	15	Montreal Ocean Steamship Company	Glasgow, Dublin, and St. John's, Newfld.	1,928	1,678	.....	.....	1,217	1,069	298	269½	1,515	1,338½	413	339½
do	9	London Line	London and Plymouth	1,263	945	1,262	944	.....	.....	.....	.....	1,262	944	1	1
do	1	H. M. S. "Orontes,"	Portsmouth	14	9	12	7	.....	.....	2	2	14	9	.....	.....
	51														
Sailing	4	Canada Shipping Company	Liverpool	275	211	275	211	.....	.....	.....	.....	275	211	.....	.....
do	1	Montreal Ocean Steamship Company, Messrs. H. & A. Allan	do	241	193½	240	192½	.....	.....	.....	.....	240	192½	1	1
	56			11,985	9,997	7,067	5,786	1,217	1,069	1,049	977½	9,333	7,832½	2,652	2,164½

Estimated number arrived by *short* ships—120, equal to 100 statute adults.

GEO. T. HAIGH,
Agent.

STATEMENT No. 2.—Shewing the Destinations of the Immigrants in Adults.

Average Time of Despatch after Landing.	DESTINATIONS IN ADULTS.																Destination changed from U. S. to Ontario.	Emigrants with Paid Passages to U. S. changed to Ontario.	Number of Adults assisted with Free Passes to Ontario.	Remarks.
	Province of Ontario.						Total.		Province of Quebec.		Province of N. Brunswick		Dominion of Canada.		United States.					
	E. of Toronto.		Toronto.		W. of Toronto.															
	Adults.	Souls.	Adults.	Souls.	Adults.	Souls.	Adults.	Souls.	Adults.	Souls.	Adults.	Souls.	Adults.	Souls.	Adults.	Souls.				
h. m. s.																				
Liverpool, Londonderry, and Halifax..... 8 0 0...	743	864	2037½	2678	580	712	3396½	4254	804	901	.....	2	4202	5157	2469	2746	147	111	3,405 souls, equal to 2,575 statute adults.	361 souls, equal to 289½ adults unaccounted for.
Glasgow, Dublin, and St. John's..... 7 30 0...	186	202	402	498	198	221	786	921	164	183	1½	2	950	1104	536	599	49	50		225 souls, equal to 192 adults unaccounted for.
London..... 10 15 0...	135	174	470	627	121	164	726	965	90	116	.....	.....	821	1081	79	109	38	28		73 souls, equal to 45 adults unaccounted for.
H. M. S. "Orontes,"	.....	.....	8	13	.....	.....	8	13	1	1	5	8	9	14	.....	.....	.....	.....		.....
h. m. s.																				
Canada Shipping Co. ... 7 20 0...	38	47	118	148	14	29	170	224	27½	33	2½	4	200	361	7½	9	9	.....		5 souls, = 2½ adults.
H. & A. Allan ..... 11 0 0...	26	31	101	127	22	28	149	185	18	24	9	14	167	209	21	23	16	8		9 souls, = 5½ adults.
	1128	1318	3172½	4091	935	1154	5235½	6562	1104½	1258	18	28	6349	7926	3112½	3486	259	197	3405= 2575	673 souls, equal to 534 adults unaccounted for.

GEO. T. HAIGH,
Agent.

STATEMENT No. 3.—Shewing the Counties in the United Kingdom from which Immigrants to whom, on my application, free transport was granted, belonged.

—	Souls.	Adults.	—	Souls.	Adults.
ENGLAND.			SCOTLAND.		
Northumberland	1	1	Lanarkshire	9	7
Cumberland	7	4	Aberdeen	6	4
Westmoreland	2	2	Linlithgowshire	1	1
Durham	18	10	Dundee	1	1
Yorkshire N. R.	7	6	Sterling	4	2½
Yorkshire W. R.	19	15½	Banff	1	1
Yorkshire E. R.	11	8	Renfrew	7	6
Lancashire	40	34½	Midlothian	15	9
Cheshire	2	2	Fife	2	2
Derbyshire	6	6	Dumfries	1	1
Shropshire	6	3½	Inverness	3	2
Shaffordshire	14	10½	Rosshire	15	11½
Leicestershire	15	9½	Pertb	10	17
Rutland			Hebrides	1	1
Northampton	7	7			
Cambridge	20	17½			
Lincolnshire	8	8	IRELAND.		
Huntingdon	1	1			
Bedford	3	2			
Herefordshire			Antrim	36	28½
Norfolk	20	15½	Down	16	13
Suffolk	6	5	Armagh	14	12
Essex	23	14	Fermanagh	1	1
Nottingham	7	7	Derry	1	1
Bucks	8	8	Kildare	7	6
Worcester	20	15	Dublin	10	8
Warwickshire	45	36½	Roscommon	9	6½
Berkshire	11	7	Sligo	3	3
Kent	102	72	Cavan	6	6
Middlesex	38	26	Tyrone	6	5
Surrey	61	44½	Louth	1	1
Sussex	22	18½	Meath	7	4
Hampshire	35	29½	Mayo	2	2
Wiltshire	7	7	Monaghan	1	1
Somerset	27	20	Wexford	3	3
Devon	106	74	Limerick	1	1
Dorset	38	25	Tipperary	1	1
Gloucester	45	34½	Waterford	2	2
Monmouth	19	11	Leitrim	9	6
Oxford	6	6	Cork	2	2
Cornwall	95	70	Galway	6	4½
London	145	132½			
Channel Islands	19	16½			
Hertfordshire	12	9	GERMANY.		
WALES.					
			Oberlaken	1	1
Carnarvon	1	1	Bavaria	1	1
Merioneth	2	2	Prussia	1	1

G. T. HAIGH,
Agent.

THE DISTRICT OF ALGOMA.

April 17, 1871.

Dear Sir,—I am instructed by the Commissioner to acknowledge the receipt of your letter of the 11th March, in which you state your intention of visiting Algoma, and, while there, would be glad to render this department any possible service in the matter of emigration to that district, or in connection with the settlement of its wild lands.

The Commissioner desires me to say that, as you are so fully acquainted with, and have taken such a deep interest in the free grant system, which the Government has now determined upon extending to Algoma, he will be obliged to you for any hints or information you may be able to obtain respecting the character of the district as to its facilities for receiving immigrants, and as a home for free grant settlers.

I am, dear sir,
Yours truly,
W. EDWARDS.
Secretary.

Thos. McMurray, Esq.,
Bracebridge,
Ontario.

To the Honourable John Carling, Commissioner of Agriculture and Public Works, Toronto:—

Honourable Sir,—Having just returned from Algoma I have much pleasure in submitting for your consideration the result of my examination of the lands of the District of Algoma.

My limited stay prevented me from making a very extensive survey of the land in that section, but from what I did see I feel satisfied that the day is not far distant when not only the mineral wealth of the north shore will be more eagerly developed, but that vast district be inhabited by hundreds of thousands of souls.

I remain,
Your obedient servant,
THOS. McMURRAY.

Mr. McMurray's Report.

Bruce Mines.

The land outside the limits of "The West Canada Mining Company," say five miles north of the village of Bruce Mines, is of fair quality, and although it is still unsurveyed, yet there are a number of settlers who have effected considerable clearances and are doing well.

Near this point is Otter Tail Lake, where I procured a canoe from Mr. John F. Day (the oldest settler) and proceeded down the Thessalon River to the rapids, here I found the passage so narrow that in the spring and fall it cannot carry the water off, so that it dams the stream and sends the water back, by which the country is flooded for miles, by this thousands of acres of good land is covered with from three to four feet of water every spring.

The timber here is principally soft maple, white oak, black oak, &c.

Immense ridges of rock run through this part, while at the same time there are large valleys of fair land.

The surveyed townships of Rose and Lefroy are most conveniently situated for settlement, and, in my opinion, contain sufficient farming land to make them desirable for free grant purposes as they contain not less than fifty per cent. of tillable land.

The obstruction at the rapids should be removed, and this could be done at a small out lay. This being accomplished a bridge should be erected at Otter Tail Lake so as to reach the settlement.

I found a large tract of splendid hardwood bush covering thousands of acres between the Township of Rose and Rock Lake.

I think it desirable that the land between the Township of Lefroy and "The West Canada Mining Company" should be surveyed. There are a number of settlers here.

St. Joseph Island.

There are several farms on this island, deserted, those who took them up in the first instance paid one or more instalments, then left. It seems desirable that notice should be given to those parties intimating that unless they pay up within a certain date the land will be resold or given away to actual settlers.

The soil here is a sandy loam. Limestone is plentiful, and the timber is chiefly hard wood.

Sault Ste Marie.

The land in the neighbourhood of Sault Ste Marie is admirably adapted for settlement.

In the Townships of Korah, Prince and Parke there is a large percentage fit for cultivation.

The Townships of Fenwicke and Pennefeather, contiguous to Goulais Bay, are also of excellent quality, the soil being a rich black mould.

Around Batchowaung Bay there is also much good land. Here it is high and rolling and a rich sandy loam.

I think there cannot be less than seventy-five per cent. of this section good for cultivation, and the territory would afford homes for at least 20,000 souls.

Please note that the above points are easily reached from Lake Superior.

The Township of Macdonald is situated about half way between Bruce Mines and Sault Ste Marie, and the settlers here are very anxious that it should be thrown upon the market so as to keep the "Great Northern Road" open during the winter months, but the road is out of repair, and it would be very expensive to restore the bridges.

If I might make a suggestion I would say, try the land at the rear of Bruce Mines and Sault Ste Marie first, if that succeeds then put the above road in repair and promote settlement on the same.

The Indian Claims.

Much of the best land in Algoma is in possession of the Indians, and it is painful for every Canadian to see those fine tracts of land lying waste. Would it not be well to settle with them and give this land to those who would cultivate it?

THOS. McMURRAY.

Muskoka and Parry Sound Districts.

Bracebridge, 30th Dec., 1872

To the Honourable Commissioner of Public Works:—

Honourable Sir,—Permit me to submit my report for the summer of 1871:

In doing so, it affords me much pleasure to state that there has been a steady flow of immigration into the free grant districts of Muskoka and Parry Sound during the year.

In former years considerable objection was made to the immigrants sent out by the different emigration leagues as they were found most unsuitable for backwoods life. I have always advocated that the class of men likely to succeed in the woods is labourers, farm servants and those persons capable of endurance and hard work. Such individuals, with a

little means to begin with, may soon become comfortable and independent here. I am, therefore, glad to state that the immigrants sent out in 1871 are much in advance of former years.

I consider that great credit is due to Mr. John Donaldson for the pains which he takes in making a proper distribution of immigrants on their arrival in Toronto, and yet, notwithstanding all the care which he has taken, families entirely unsuited and destitute of means have been forwarded to this point, which I have been obliged to assist and provide for, still such cases have been exceptional, and the most of those who come into the district in search of lands were well satisfied and have actually been located.

During the year I have made such arrangements as will greatly facilitate settlement hereafter. I have secured the assistance of reliable men stationed at various points of the district to act as guides or bushrangers, so that immigrants now have smooth sailing compared with the early settlers. When they arrive they are looked after and furnished with all necessary information, then entrusted to the care of those guides who show them the lots, after which they make their own selection, get located and begin operations.

In conclusion, while it has occupied much of my time to attend to this department, and although I have been obliged to expend a good deal of money to assist such as actually required help, yet I have taken great pleasure in giving to others the benefit of my experience, and the success of those who have made Muskoka their home fully compensates me for the interest which I have taken in the settlement of this new district, which not only offers a home to the overcrowded population of the old world, but presents a rare field to the capitalists as well.

I remain,
Your obedient
THOMAS McMURRAY.

MR. ROGER TUSON'S REPORTS.

120 SALISBURY SQUARE, E. C.,
LONDON, April 26th, 1871.

DEAR SIR,—I promised to report to you how I was getting on with my lectures, I have had several in the north of England, mostly in the agricultural districts, and I am happy to say that several farmers with capital are coming out this spring (D.V.) The mayors and clergy have kindly taken the chairs for me, which has given a tone to the meetings. Since I have been in London the Rev. Styleman Herring has wished me to stay a few weeks and assist him. He has had several meetings, and last evening I had the pleasure of taking tea with 200 emigrants, who left by the 7.30 train for Liverpool: these are going through Mr. S. Herring's influence. It was a nice meeting. He has promised to lend me some of his Canadian views, for I am going to give a lecture here in Finchley to-morrow night, Rev. T. Hill in the chair. Your agent, Mr. Dixon, has introduced me to several meetings held by Miss McPherson, Hon. Mr. Hobart, Countess de Grey, Mr. Hughes, M. P. Mr. Rose, from the Canadian Government, took an active part in a meeting held at Exeter Hall, Lord Hamilton in the chair. I have met with several influential gentlemen with means who intend coming over this spring, or rather in June. I find the agricultural districts have been sadly neglected in regard to information on Canada and its resources. Now, sir, I do think if the Canadian Government would turn more to the agricultural districts and less to the cities it would be more beneficial to Canada. There are many well-to do farmers in the north who are unable to get farms. There were two advertised to let the other day, and there were 150 applicants. I am sorry to find the pamphlets you sent out are given away in towns and cities, while the country farmers, who would really be useful to Canada, are in total ignorance of Canada. I feel sure that emigration is only in its infancy. Your agent, Mr. Dixon, kindly receives my letters.

I remain,
dear sir,
Yours faithfully,
ROGER TUSON.

To the Honourable John Carling, Commissioner.

LONDON, June 12, 1871.

SIR,—On the third of February of this year I left Toronto, Canada, on the 16th I landed in England. Before leaving Toronto I promised you that I would do all I could to forward emigration to Canada. My efforts have been directed principally to agricultural farm labourers and business men.

Soon after my arrival in England I delivered my first lecture "On Canada and its resources" in my native town, Preston, Lancashire. The Mayor occupied the chair. Several of the leading inhabitants and a good number of working men attended the lecture. Since then I have travelled in England over four thousand miles, and have delivered forty lectures, principally in agricultural districts. In most of the places I visited much ignorance existed in reference to Canada as a suitable place for emigrants.

I have been much helped and encouraged by the press. Copious reports have been given the public papers of the meetings and lectures.

* * * * * * * * * *

In 1863, under the auspices of Messrs. Wilbraham Taylor, one of the Queen's ushers, and Mr. Baxter, Secretary to the Admiralty, I had the honour of conducting their first batch or draft of emigrants to Canada. On my arrival I reported to the Canadian Government, then in Quebec. I was kindly received and assisted to take my men up west. At Montreal I advertized in the daily papers mentioning the trades or former occupations of the new arrivals. They were soon all found suitable employment. I was enabled to report favourably to the society in London, England.

* * * * * * * * * *

More wealth, I may state, in my opiuion, has come into Canada this year than in any preceding year. Some with considerable means have left England for Canada. I beg to state my conviction that if your Government were to turn its attention more to the agricultural districts of the United Kingdom and less to the crowded cities and manufacturing towns, a better class of emigrants would soon be found.

* * * * * * * * * *

I am now on the eve of leaving old England, once more to return to my family and adopted home in London, Ontario.

I beg to subscribe myself,
Your obedient servant,
ROGER TUSON.

APPENDIX (D).

REPORTS OF IMMIGRATION LOCAL AGENTS, AND SUMMARY STATEMENTS OF ARRIVALS AND DISPOSITION OF IMMIGRANTS.

OTTAWA AGENCY.

STATEMENT showing the number of Immigrants arrived at the Ottawa Agency, for the Three Months ending March 31st, 1871, and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances, from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions.	Number assisted with Free Passes.	Number who proceeded to Province of Quebec.
England	.....	13	13	7	.....	7	2	6
Ireland	.....	8	8	8	.....	8	6	.....
Germany	.....	7	7	7	.....	.....	.....	.....
Total	.....	28	28	22	.....	15	8	6

WM. J. WILLS,
Agent.

OTTAWA AGENCY.

STATEMENT showing the number of Immigrants arrived at the Ottawa Agency, for the Three Months ending June 30th, 1871, and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances, from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions.	Number assisted with Free Passes.
England	272	49	321	321	.....	77	67
Ireland	113	21	134	134	.....	35	35
Scotland	43	5	48	48	.....	6	.....
Germany	1	33	34	34	.....	.....	.....
Total	429	108	537	537	.....	118	102

REMARKS.—The demand for labour and the rates of wages paid are much larger than last year. Wages for farm hands, per annum, from $13 to $16 per month together with board.

WM. J. WILLS,
Agent.

OTTAWA AGENCY.

STATEMENT showing the number of Immigrants arrived at the Ottawa Agency, for the three months ending September 30th, 1871; and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances, from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions.	Number assisted with Free Passes.
England	129	15	144	144	....	47	60
Ireland	87	1	88	88	....	39	42
Scotland	33	1	34	34	....	1	1
Germany	6	11	17	17	....	11	11
Total	255	28	283	283	....	98	114

WM. J. WILLS,
Agent.

The demand for every description of skilled and common labourers was never so large for the past 10 years as it is this present season. Farm servants readily command from $144 to $168 per annum, and for the season there are several offers of $16 per month, the above includes board and lodging. Stone Masons get from $3 to $3.50 per day; common labourers get $1.25 per diem; Carpenters from $1.75 to $3 per diem.

W. J. W.

OTTAWA AGENCY.

STATEMENT showing the number of Immigrants arrived at the Ottawa Agency, for the Three Months ending December 31st, 1871; and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances, from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions.	Number assisted with Free Passes.
England	17	25	42	42	....	22	22
Ireland	42	10	52	52	....	14	13
Scotland	12	....	12	12	....	3	3
Germany	8	19	27	26	1	21	21
Total	79	54	133	132	1	60	59

WM. J. WILLS.
Agent.

OTTAWA AGENCY.

STATEMENT showing the number of Immigrants arrived at the Ottawa Agency, for the Twelve Months ending December 31st, 1871; and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances, from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions.	Number assisted with Free Passes.	Proceeded to Province of Quebec.
England	418	102	520	514	....	153	151	6
Ireland	242	40	282	282	....	96	96	....
Scotland	88	6	94	94	....	10	4	....
Germany	15	70	85	84	1	32	32	....
Total	763	218	981	974	1	291	283	6

WM. J. WILLS.
Agent.

OTTAWA AGENCY.

STATEMENT showing the total number of Immigrants arrived, and remained to be dealt with at the Ottawa Agency, for the twelve months ending December 31st, 1871.

MONTH.	Via St. Lawrence.	Via the United States.	Total.	Number Fed.	No. distributed by Free Passes.
January	....	28	28	15	8
February					
March					
April	23	54	77	5	1
May	314	46	360	73	48
June	92	8	100	40	53
July	68	2	70	28	29
August	86	15	101	20	16
September	101	11	112	50	69
October	31	....	31	6	6
November	48	54	102	54	53
December					
Total	763	218	981	291	283

WM. J. WILLS,
Agent.

OTTAWA AGENCY.

STATEMENT shewing the number and destination of Immigrants forwarded from this Agency by free passes, for the twelve months ending December 31st, 1871.

STATIONS.	Adult Passes.	STATIONS.	Adult Passes.
Via Steamboat, Fitzroy, Co. Carleton.....	9	Via Stage :	
" Arnprior. Co. Renfrew...	16	Aylmer Stage	58
" Sand Point " ...	5		
" Pembroke " ...	24		
" Renfrew " ...	18	Total via Railway	80½
" Farrell's wharf " ...	22	" Steamboat	94
Via Railway, Brockville (Town).....	4	" Stage	58
" Spencerville, Co. Grenville	2		232½
" Kingston (City)..... ...	1		
" Prescott (Town).....	23		
" Carleton Place, County Lanark	9		
" Pakenham, Co. Lanark....	20½		
" Almonte "	4		
" Nepean, Co. Carleton.....	11		
" Stittsville, "	3		
" Toronto (City).....	3		
	174½		

WM. J. WILLS,
Agent.

KINGSTON AGENCY.

STATEMENT showing the number of Immigrants arrived at the Kingston Agency, for the three months ending March 31st, 1871 ; and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances, from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions.	Number assisted with Free Passes.
England.....	14	2	16	16	.....	5	13
Ireland...	.....	2	2	2	.....	2	...
Total.....	14	4	18	18	.....	7	13

R. MACPHERSON,
Agent.

KINGSTON AGENCY.

STATEMENT showing the number of Immigrants arrived at the Kingston Agency, for the three months ending June 30th, 1871; and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances, from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions.	Number assisted with Free Passes.
England	113	18	131	120	1	106	47
Ireland	21	20	41	41	.....	31	16
Scotland	22	2	24	24	.....	10	1
Germany	.....	17	17	17	.....	.....	7
Total	156	57	213	202	1	147	71

REMARKS.—10 English furnished with passes to Montreal.

KINGSTON AGENCY.

STATEMENT showing the number of Immigrants arrived at the Kingston Agency, for the three months ending September 30th, 1871; and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances, from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions.	Number assisted with Free Passes.
England	100	9	109	100	.....	64	72
Ireland	5	1	6	6	.....	5	3
Scotland	3	2	5	5	.....	5	5
Germany	1	1	2	2	.....	2	1
Total	109	13	122	113	.....	76	81

REMARKS.—9 English passed to Montreal.

KINGSTON AGENCY.

STATEMENT showing the number of Immigrants arrived at the Kingston Agency, for the three months ending December 31st, 1871: and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances, from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions.	Number assisted with Free Passes.
England	38	1	39	38		28	21
Ireland	19	6	25	25		19	22
Germany		4	4	3		1	4
Total	57	11	68	66		48	47

REMARKS.—Sent to Montreal, English 1, German 1.

KINGSTON AGENCY.

STATEMENT showing the number of Immigrants arrived at the Kingston Agency, for the twelve months ending December 31st, 1871; and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances, from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions.	Number assisted with Free Passes.	Proceeded to Province of Quebec.
England	265	30	295	274	1	203	153	21
Ireland	45	29	74	74		57	41	
Scotland	25	4	29	29		15	6	
Germany	1	22	23	22	1	3	12	1
Total	336	85	421	399	2	278	212	22

REMARKS.—Besides the Immigration reported since the 1st of January last, there have been 1,266 settlers from the United States, who arrived within this Agency during the present year, bringing with them effects valued at $66,478.

There were also 1,150 Immigrants forwarded by Mr. Stafford, direct to different places within this Agency to supply applications sent by me to Mr. Stafford during the present year.

Total as above	421
Settlers from the United States	1,266
Forwarded from Quebec direct to destination	1,150
Brought out by Miss Macpherson	498
Making a total within this Agency of	3,335 souls.

R. MACPHERSON,
Agent.

KINGSTON AGENCY.

STATEMENT showing the total number of Immigrants arrived, and remained to be dealt with at the Kingston Agency, for the twelve months ending December 31st, 1871.

MONTHS	Via St. Lawrence.	Via the United States.	Total.	Number Fed.	No. distributed by Free Passes.
January	9		9	2	7
February					
March	5	4	9	5	6
April	3	30	33	4	12
May	83	6	89	66	17
June	70	21	91	77	42
July	22	9	31	29	26
August	53	4	57	47	29
September	34		34		26
October	25	2	27	22	12
November	26	4	30	16	25
December	6	5	11	10	10
Total	336	85	421	278	212

REMARKS.—Miss Macpherson brought out from England 498 children this season which I have not yet reported; they were distributed from Belleville in this Agency as per statement below:

Date 1871.	Name of Steamer.	BOYS:		GIRLS.		Total.
		Over 12 years.	Under 12 years.	Over 12 years.	Under 12 years.	
May 15th	Prussian	111	23	8	7	149
June 26th	do.	40	48	9	5	102
August 7th	do.	47	57	14	25	143
September 18th	do.	23	54	10	17	104
Total		221	182	41	54	498

KINGSTON AGENCY.

STATEMENT shewing the number and destination of Immigrants forwarded from this Agency by free passes, for the twelve months ending December 31st, 1871.

STATIONS.	Adult Passes.	STATIONS.	Adult Passes.
Port Hope	12½	*Brought forward*	130½
Toronto	22½	Sand Point	4
Ottawa	25½	Darlington	1
Montreal	17½	Bath	10
Peterboro'	1	Colborne	1
Napanee	2	Fredericksburgh	2
Bowmanville	1	Adolphustown	3½
Scarboro'	6	Monstick	1
Brockville	5	Amherst Island	1
Trenton	1	Prescott	4
Belleville	27	Brighton	1
Gananoque	3½	Picton	12
Cornwall	4	Hamilton	2
Newboro'	2		
		Total	173
Carried forward	130½		

R. MACPHERSON, *Agent.*

TORONTO AGENCY.

STATEMENT showing the number of Immigrants arrived at the Toronto Agency, for the three months ending 31st March, 1871; and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances, from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions.	Number assisted with Free Passes.
England	440	.....	440	440	.....	221	246
Ireland	175	.....	175	175	.....		8
Scotland	165	.....	165	165	.....		9
Germany	330	.....	330	.....	330	.....	.....
Total	1110	.....	1110	780	330	221	263

REMARKS.—All healthy, and a good class of settlers.

J. A. DONALDSON,
Agent.

TORONTO AGENCY.

STATEMENT showing the number of Immigrants arrived at the Toronto Agency, for the three months ending 30th June, 1871; and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances, from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number of meals provided.	Number assisted with Free Passes.
England	3094	140	3234	3234	.....	13246	3687
Ireland	895	90	985	985	.....		
Scotland	1016	75	1091	1091	.....		
Germany	8286	200	8486	.....	8486	.....	.....
Total	13291	505	13796	5310	8486	13246	3687

J. A. DONALDSON,
Agent.

TORONTO AGENCY.

STATEMENT showing the number of Immigrants arrived at the Toronto Agency, for the three months ending 30th September, 1871; and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances, from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number of meals furnished.	Number assisted with Free Passes.
England	2415	.....	2415	2415	.....	9100	2723
Ireland	460	.....	460	460	.....		
Scotland	765	.....	765	765	.....		
Germany	4540	.....	4540	.....	4540	.....	.....
Total	8180	.....	8180	3640	4540	9100	2723

JOHN A. DONALDSON,
Agent.

TORONTO AGENCY.

STATEMENT showing the number of Immigrants arrived at the Toronto Agency, for the three months ending 31st December, 1871; and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number of meals furnished.	Number assisted with Free Passes.
England	900	130	1040	1040	.....	2684	948
Ireland	205	20	225	225	.....		
Scotland	180	20	200	200	.....		
Germany	890	105	995	.....	995	.....	.....
Total	2175	275	2450	1455	995	2684	948

REMARKS.—The Immigrants that came out this season and were distributed from this Agency were of a most satisfactory class, many of them with considerable capital, which has been invested principally in the purchase of lands in the adjoining counties, others have gone to Muskoka, and report favourably of their position there.

JOHN A. DONALDSON,
Agent.

TORONTO AGENCY.

STATEMENT showing the number of Immigrants arrived at the Toronto Agency for the twelve months ending 31st December, 1871; and their Nationality. the number assisted with Provisions, and with free passes by Railways, or other conveyances, from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions.	Number assisted with Free Passes.
England	6479	645	7124	7124	.....	.....	.....
Ireland	1580	265	1845	1845	.....	.....	.....
Scotland	1971	245	2216	2216	.....	.....	.....
Germany	6806	150	6956	.....	6956	.....	.....
Norway	7130	320	7450	.....	7450	.....	.....
Total	23966	1625	25591	.....	14406	.....	.....

JOHN A. DONALDSON,
Agent.

TORONTO AGENCY.

STATEMENT showing the total number of Immigrants arrived, and remained to be dealt with at the Toronto Agency, for the twelve months ending 31st December, 1871.

MONTHS.	Via St. Lawrence.	Via the United States.	Total.	Number of meals furnished.	No. distributed by Free Passes.
January	.....	140	140	54	52
February	.....	190	190	29	103
March	.....	450	450	138	108
April	620	205	825	1290	452
May	2374	.....	2374	5856	1757
June	2111	.....	2111	6100	1478
July	1230	.....	1230	3300	1028
August	1525	.....	1525	2800	1063
September	885	.....	885	3000	632
October	800	.....	800	1600	477
November	485	30	515	800	356
December	.....	140	140	284	115
	10030	1155	11185	25251	7621

REMARKS.—The business of the season has been in every way satisfactory, although the numbers are not equal to those of last year, yet they are a much better class of settlers, many of them with considerable capital.

JOHN A, DONALDSON,
Government Immigrant Agent.

TORONTO AGENCY.

STATEMENT showing the number and destination of Immigrants forwarded from this Agency by free passes, for the twelve months ending 31st December, 1871.

STATION.	Adult Passes.	STATIONS.	Adult Passes.
Acton	8	*Brought forward*	4025
Ailsa Craig	6	London	544
Allandale	6	Lucan	16
Angus	13	Malton	69
Atherley	1	Meaforth	32
Aurora	44	Mitchell	17
Baden	3	Montreal	1
Batteaux	23	Napanee	5
Barrie	445	Newbury	24
Beaverton	8	Newcastle	11
Beachville	2	New Lowell	8
Belle Ewart	7	Newmarket	56
Belleville	66	Niagara	196
Berlin	27	Norval	27
Bothwell	3	Oakville	50
Bowmanville	13	Orillia	63
Bracebridge	356	Oshawa	52
Bradford	89	Owen Sound	39
Brampton	111	Paris	7
Brantford	5	Parkhill	6
Brighton	2	Parry Sound	9
Brockville	2	Peterboro	6
Bronte	28	Petrolia	9
Camlachie	2	Port Credit	56
Carlton	5	Port Hope	19
Chatham	37	Portland	1
Clifton	6	Port Union	6
Clinton	22	Prescott	3
Cobourg	15	Princeton	1
Colborne	4	Quebec	8
Collingwood	186	Richmond Hill	23
Craigville	9	Rockwood	6
Davenport	12	Rouse's Point	4
Duffin's Creek	12	Sarnia	56
Dundas	14	Scarboro'	35
Elora	5	Seaforth	66
Fergus	8	St. Catharines	163
Forrest	4	St. Mary's	19
Fort William	1	St. Thomas	131
Frenchman's Bay	10	Shakespeare	3
Galt	6	Stayner	13
Gilford	38	Strathroy	6
Grimsby	13	Stratford	58
Glencoe	4	Sutton	2
Goderich	40	Thamesville	17
Gravenhurst	1	Thorndale	2
Georgetown	51	Thorold	5
Guelph	154	Thornhill	22
Hamburg	3	Watford	49
Hamilton	1899	Waterdown	8
Holland Landing	9	Washago	4
Ingersoll	38	Welland	2
King	28	Wellington Square	5
Kingston	59	Weston	104
Harrisburg	10	Widder	11
Lake Rosseau	21	Whitby	49
Limehouse	14	Windsor	11
Lindsay	12	Woodstock	115
Lefroy	5	Yarmouth	1
Carried forward	4025	Total	6371

GOVERNMENT IMMIGRATION OFFICE,
HAMILTON, 3rd May, 1871.

SIR,—I have now to submit for the information of the Honourable Commissioner, the various statements for the quarter ending 31st March.

The health of those who have arrived so far has been excellent, not a single case of sickness has come under my notice.

The demand for labour of all kinds appears to extend generally throughout the country, and as the season advances will increase, which is gratifying, as the new arrivals will be able to find plenty of employment, provided they are inclined to work.

I have the honour to be,
Sir, your obed't servant,
R. H. RAE,
Immigration Agent.

W. EDWARDS, ESQ., *Secretary.*
Department of Agriculture and Public Works, Toronto, Ont.

HAMILTON AGENCY.

STATEMENT showing the number of Immigrants arrived at the Hamilton Agency, for the three months ending 31st March, 1871; and their Nationality, the number assisted with Provisions and with free passes by Railways, or other conveyances, from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions.	Number assisted with Free Passes.
England	100	731	831	454	377	34	51
Ireland	.....	40	40	30	10		
Scotland	.....	8	8	8	.....		
Germany	....	224	224	39	185	.....	.....
Other Countries	.....	735	735	693	42	.....	.....
Total	100	1738	1838	1224	614	34	51

R. H. RAE,
Agent.

HAMILTON AGENCY.

STATEMENT showing the number of Immigrants arrived at the Hamilton Agency, for the three months ending 30th June, 1871: and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions.	Number assisted with Free Passes.
England	1595	2348	3943	2646	1297	.....	556
Ireland	62	232	294	120	174	733	38
Scotland	130	121	251	232	19	.....	30
Germany	.....	2678	2678	112	2566	.....	.....
Norway	612	461	1073	.....	1073	.....	.....
Other Countries	.....	1997	1997	962	1035	.....	.....
Total	2399	7837	10236	4072	6164	733	625

REMARKS.—It is gratifying for me to state so far the health of those arriving has been exceedingly good; with the exception of three cases of scarlet fever, who were at once, when discovered, sent to the Hospital for treatment, and in a very short time all were discharged from that establishment convalescent, no symptoms of the kind appeared afterwards.

R. H. RAE,
Agent.

HAMILTON AGENCY.

STATEMENT showing the number of Immigrants arrived at the Hamilton Agency, for the three months ending 30th September, 1871; and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances, from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions.	Number assisted with Free Passes.
England	1427	1972	3399	2202	1197	480	420
Ireland	6	39	45	26	19		
Scotland	122	68	190	161	29		
Germany	....	3349	3349	56	3293	.....	.....
Norway	349	854	1223	.....	1233	.....	.....
Other Countries	.....	1451	1451	683	768	.....	.....
Total	1924	7733	9657	3128	6529	480	420

REMARKS.—Many Immigrants are still continuing to arrive via New York, and will probably do so during the winter, the majority of them are composed of Germans and Swedes passing through to the United States, with some English who invariably settle down in Canada, where they have friends and relatives.

R. H. RAE, *Agent.*

HAMILTON AGENCY.

STATEMENT showing the number of Immigrants arrived at the Hamilton Agency, for the three months ending 31st December, 1871; and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances, from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions.	Number assisted with Free Passes.
England	567	1307	1874	1095	779		
Ireland	13	32	45	36	9	154	233
Scotland	38	59	97	97	.....		
Germany	4	3296	3300	162	3138	.....	
Norway	4	61	65	5	60	.....	
Other Countries	30	686	716	551	165	.....	...
Total	656	5441	6097	1946	4151	154	233

R. H. RAE,
Agent.

HAMILTON AGENCY.

STATEMENT showing the number of Immigrants arrived at the Hamilton Agency, for the twelve months ending December, 1871; and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances, from this Agency to their respective places of destination.

COUNTRY FROM	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions.	Number assisted with Free Passes.
England	3689	6358	10047	6397	3650		
Ireland	81	343	424	212	212	1401	1333
Scotland	290	256	546	498	48		
Germany	4	9547	9551	369	9182	.....	
Norway	985	1376	2361	5	2356		
Other Countries	30	4869	4899	2889	2010	.....	1
Total	5079	22749	27828	10370	17458	1401	1334

HAMILTON AGENCY.

STATEMENT showing the total number of Immigrants arrived and remained to be dealt with at the Hamilton Agency, for the twelve months ending 31st December, 1871.

MONTHS.	Via St. Lawrence.	Via the United States.	Total.	Number Fed.	No. distributed by Free Passes.
January	27	445	472	....	11
February	39	480	519	31	23
March	34	813	847	3	17
April	215	1442	1687	26	
May	768	2966	3734	450	625
June	1386	3429	4815	257	
July	910	3273	4183		
August	528	2484	3012	480	420
September	486	1976	2462		
October	403	1893	2296	120	128
November	218	1883	2101	20	93
December	35	1665	1700	14	17
Total	5079	22749	27828	1401	1334

R. H. RAE.
Agent.

HAMILTON AGENCY.

STATEMENT shewing the number and destination of Immigrants forwarded from this Agency by free passes, for the twelve months ending 31st December, 1871.

STATIONS.	Adult Passes.	STATIONS,	Adult Passes.
Via Railway.		Via Railway	
Alma	42	*Brought forward*	775
Beachville	11	St. Catharines	58
Belle River	8	Strathroy	18
Bothwell	2	Suspension Bridge	15
Branchton	1	Thamesville	6
Brantford	1	Thorold	16
Bronte	3	Toronto	83½
Chatham	40	Waterdown	3
Clifton	11	Watford	22
Dorchester	1	Wellington Square	4
Dundas	17	Winona	8
Elora	31	Windsor	60
Fergus	18	Woodstock	54
Galt	13		
Grimsby	3	Total by Railway	1122
Guelph	5		
Harrisburgh	13	Via Stage.	
Ingersoll	54	Aberfoyle	1
Jordan	1	Caledonia	2
Lynden	6	Carlisle	2
London	180	Hagersville	1
Newbury	14	Jarvis	7½
Niagara	2	Simcoe	1
Paris	281		
Petrolia	8	Total by Stage	14½
Sarnia	5		
Stoney Creek	1	Via Railway	1122
Stoney Point	3	Via Stage	14½
Carried forward	775	Total	1136½

R. H. RAE,
Agent.

OTTAWA, KINGSTON, TORONTO AND HAMILTON AGENCIES.

STATEMENT showing the number of Immigrants arrived at the above Agencies for the twelve months ending 31st December, 1871; and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances, from these Agencies to their respective places of destination.

	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions.	Number assisted with Free Passes.	Proceeded to Province of Quebec.
Ottawa	763	218	981	974	1	291	283	6
Kingston	1984	1351	3335	3313	1	278	212	21
Toronto	23966	1625	25591	11185	14406	11185	7621	.....
Hamilton	5079	22749	27828	10370	17458	1401	1334	.....
Total	31792	25943	57735	25842	31866	13155	9450	27

REMARKS.—Of the 31,866 Immigrants who passed through the Province of Ontario on their way to the Western States, 16,139 were German; 9,806 were Scandinavians; 2,010 other countries; in all 27,955; thus leaving only 3,911 of British origin who proceeded to the United States.

OTTAWA, KINGSTON, TORONTO AND HAMILTON.

STATEMENT showing the number of Immigrants arrived at the above Agencies, for the twelve months ending 31st December, 1870; and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances, from this Agency, to their respective places of destination.

	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario	Went on to the United States.	Number assisted with Provisions.	Number assisted with Free Passes.	Sent to the Upper Ottawa, Province of Quebec.
Ottawa	1394	155	1549	1333	19	262	343	197
Kingston	846	1676	2522	2458	38	487	479	.....
Toronto	29777	.....	29777	13256	16521	11801	8476	.....
Hamilton	6903	19556	26459	8243	18216	927	1585	.....
Total	38920	21387	60307	90	34794	13477	10883	197

OTTAWA, KINGSTON, TORONTO AND HAMILTON.

STATEMENT showing the number of Immigrants arrived at the above Agencies, for the twelve months ending 31st December, 1869; and their Nationality, the number assisted with Provisions, and with free passes by Railways, or other conveyances, from this Agency to their respective places of destination.

	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions and Free Passes.
Ottawa	607	145	752	756	6	58
Kingston	389	12	401	381	20	196
Toronto	28894	148	29042	9174	19863	5655
Hamilton	5784	24920	30814	5592	25222	1489
Total	35674	25225	61009	15893	45111	7398

COMPARATIVE STATEMENT.

Total number arrived and remained in the Province of Ontario, for the twelve months ending December 31st, 1871	25,842
Total number reported as above for the twelve months ending December 31st, 1870	25,290
Total number reported as above for the twelve months ending December 31st 1869	15,893
Increase in favor of the year 1871 over 1870	552
Increase in favor of the year 1870 over 1869	9,397
Increase in favor of the year 1871 over 1869	9,949

REPORT

OF THE

Commissioner of Crown Lands

OF THE

PROVINCE OF ONTARIO.

FOR THE YEAR 1871.

Printed by Order of the Legislative Assembly.

Toronto:
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1872.

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REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO,

FOR THE YEAR ENDING 31ST DECEMBER 1871.

To His Excelleney the Honourable WILLIAM PEARCE HOWLAND, *Companion of the Most Honourable Order of the Bath, Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honour to submit to your Excellency the following Report of the proceedings, transactions and affairs of the Department of Crown Lands for the year ending the 31st December, 1871.

CROWN LANDS.

There were sold during the year, 38,037 acres of Crown Lands. The sales amount to $122.964, and the collections to $180,733.

COMMON SCHOOL LANDS.

There were sold of the Common School Lands during the year, 3,702 acres. The sales amount to $14,844, and the collections to $77,343.

GRAMMAR SCHOOL LANDS.

There were sold of the Grammar School Lands during the year, 1,998 acres. The sales amount to $3,846, and the collections to $6,817.

CLERGY LANDS.

There were sold of the Clergy Lands during the year, 8,535 acres. The sales amount to $16,909, and the collections to $85,038. (See Appendix No. 6.)

FREE GRANTS.

There are now open for location under the Free Grants and Homestead Act of 1868, 55 Townships, including the Island of St. Joseph in Lake Huron, on which 1,113 locations were made during the year, on 155,105 acres of land, and 3,283 acres of land were sold to Free Grant Locatees during the same period. (See Appendix No. 7.)

COLLECTIONS AND REVENUE.

The total collections in the Department during the year amount to $869,585, of which $669,376 may be considered as Revenue. (See Appendices Nos. 8 and 10.)

DISBURSEMENTS.

The total amount disbursed by the Department during the year is $126,769. (See Appendix No. 11.)

WOODS AND FORESTS.

The total amount collected during the year for timber dues, ground rents, and bonuses is $453,403, the particulars of which will be seen on referring to Appendices Nos. 12 and 13.

SURVEYS.

The surveys of the Townships of Chaffey, Stisted, Faraday, Croft, Chapman, Ryerson, McMurrich and Monteith, together with certain timber berths on the Severn River, the Amable Du Fond River, on the north shore of Lake Huron, and on the east coast of the Georgian Bay, were completed, and the surveys of the Townships of Spence and McGregor, the residue of the Townships of Wood and Muskoka, and the Town Plot of Prince Arthur Landing, and timber berths on the head waters of the Madawaska River, and on the north side of the Mattawa River, were proceeded with. (See Appendices Nos. 18 and 19, and for municipal surveys see Appendices Nos. 20 and 21.

MINING LANDS.

The quantity of land patented in the Lake Superior Mining Division during the year is 24,376 acres. These lands were all surveyed at the expense of the applicants, and in accordance with the provisions of the General Mining Act.

The quantity of land patented in the Townships of McIntyre and McTavish, is 33,075 acres. These lands were surveyed into sections and quarter sections of 160 acres each at the expense of the department. The quantity of land sold in the Madoc Mining Division is 571 acres. (See Appendix No. 22.) And 41 Mining licenses were issued during the same period. (See Appendix No. 23.) The reports of A. A. Campbell, Esq., Inspector of the Madoc Mining Division, and of E. B. Borron, Esq., Inspector of the Lake Superior Division, will be found in Appendices Nos. 16 and 17.

COLONIZATION ROADS.

The total amount expended on Colonization Roads during the year, is $54,068, exclusive of the $6,000 paid over to the Commissioner of Public Works to be expended on roads in the Township of Ryerson, the particulars of which are mentioned in Appendix No. 15.

Respectfully submitted.

R. W. SCOTT,
Commissioner.

Department of Crown Lands,
Toronto, 31st December, 1871.

APPENDIX

TO THE

Report of the Commissioner of Crown Lands,

FOR THE YEAR 1871.

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APPENDIX No. 1.

Return of Officers and Clerks in the Department of Crown Lands, for the year ending 31st December, 1871.

Branch.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
	Hon. S. Richards	Commissioner	1867, July 1	$3200 00	Resigned 25th July, 1871.
	Hon. M. C. Cameron	do	1871, July 25	3200 00	Resigned 21st December, 1871.
	Hon. R. W. Scott	do	1871, Dec. 21	3200 00	
	Thos. H. Johnson	Assistant Commissioner	1869, Aug. 21	2600 00	
	John M. Currie	Clerk	1869, March 30	1400 00	
Land Sales and Free Grants	John G. Tarbutt	Chief Clerk	1841, June 1	1800 00	
	A. Kirkwood	Clerk	1854, March 21	1500 00	
	A. J. Taylor	do	1854, Oct. 29	1200 00	Resigned 31st July, 1871.
	J. M. Grant	do	1860, May 12	1100 00	
	P. Alma	do	1871, Aug. 1	700 00	
Surveys, Patents and Roads	Thomas Devine	Head of Surveys	1846, July 11	1800 00	
	E. Fox	Surveyor and Draughtsman	1857, Sept. 28	1280 00	
	G. B. Kirkpatrick	do do	1866, Jan. 30	900 00	
	A. Clarke	Clerk	1871, Sept. 19	400 00	
	H. J. Jones	do	1840, Nov. 9	1400 00	
	J. Innes	do	1848, Nov. 1	900 00	
	J. W. Bridgland	Surveyor and Superintendent of Colonization Roads	1856, Jan. 22		Salary $1,600, paid out of Colonization Roads Appropriation.
Woods and Forests	J. C. Miller	Chief Clerk	1868, March 10	1600 00	Resigned 31st December, 1871.
	G. B. Cowper	Clerk	1857, Oct. 17	2400 00	
	H. G. Langlois	do	1868, Aug. 1	600 00	
	E. G. Kirby	do	1869, Aug. 6	400 00	
Accounts	William Ford	Accountant	1852, April 10	1800 00	
	D. G. B. Ross	Book-keeper	1861, April 15	900 00	
	R. H. Browne	Clerk	1862, May 14	900 00	
	Jas. Scott	do	1869, Sept	900 00	

APPENDIX No. 1.—*Continued.*

RETURN of Officers and Clerks in the Department of Crown Lands, for the year ending 31st December, 1871.

Branch.	Name.	Designation.	When Appointed.	Salary per Annum.
Registry	John Morphy	Registrar	1851, June 8	1400 00
	John Bradshaw	Office-keeper	1852, March 27	500 00
	A. McDonald	Messenger	1864, Nov. 3	450 00

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1871.

APPENDIX No. 2.

List of Crown Land Agents for Sale of Lands, 1871.

Name.	District or County.	Date of Appointment.	Commission.	Remarks.
A. S. Cadenhead	Wellington	6th August, 1870	$1304 19	
W. Halpenny	Part of Renfrew	8th November, 1869	102 93	
C. F. Holterman	do do &c	22nd June, 1865	59 21	
H. S. Huber	Waterloo	November, 1863	323 68	
Wm. Jackson	Grey	3rd November, 1854	1369 15	
A. McNabb	Bruce	29th April, 1851	1612 29	
E. Perry	Parts of Frontenac and Addington	27th March, 1856	134 44	
J. McKibbon	Part of Victoria	24th November, 1870	152 07	
R. McPherson	Part of Frontenac, &c.	10th July, 1871	167 35	
J. Sharman	Perth	27th April, 1853	616 79	
C. Widder	Huron	15th January, 1857	636 98	
J. Wilson	Part of Algoma District	25th July, 1854	86 84	

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December. 1871.

APPENDIX No. 3.

List of Crown Land Agents for the disposal of Free Grants, 1871.

Name.	District or County.	Date of Appointment.	Salary per Annum.	Remarks.
D. Anderson	Part of Peterboro'	21st November, 1870	500 00	
J. D. Beatty	Part of Muskoka District	21st June, 1869	500 00	
J. Bowker	St. Joseph Island	17th July, 1871	500 00	
J. Graham	Parts of Victoria and Peterboro'	28th May, 1869	500 00	
A. Kennedy	Part of Renfrew	24th August, 1871	500 00	
C. W. Lount	do Muskoka District	23rd May, 1868	1000 00	
S. G. Lynn	do District of Nipissing	28th August, 1869	500 00	
J. G. Moffat	do Renfrew	28th August, 1869	500 00	Died 7th August, 1871.
E. Playfair	Parts of Frontenac and Addington	5th March, 1870	500 00	
J. R. Tait	Part of Hastings	28th May, 1869	500 00	

THOS. H. JOHNSON,
Assistant Commissioner.

William Ford,
Accountant.

Department of Crown Lands,
Toronto, 31st December, 1871.

APPENDIX No. 4.

Mining Inspectors, 1871.

Name.	Mining Division.	Date of Appointment.	Salary per Annum.	Remarks.
A. A. Campbell	Madoc	25th September, 1869	1000 00	Mr. Campbell also acts as Agent for the Sale of Lands for part of the County of Hastings.
E. B. Borron	Lake Superior	12th May, 1869	1000 00	

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant,

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1871.

APPENDIX No. 5.

LIST OF CROWN TIMBER AGENTS in the Province of Ontario, their Assistants, names of Territories, Residences, dates of Appointments and Salary allowed to each for his services during the year ending 31st December, 1871.

Names of Territories.	Names of Agents and Assistants.	Residences.	Date of Appointment.	Salary per Annum.	REMARKS.
Upper Ottawa	A. J. Russell, Agent	Ottawa City	June, 1816	$1810 00	The Crown Timber Office, Ottawa, acts for the Provinces of Ontario and Quebec, and also for the Dominion of Canada in the collection of Slide dues, the proportion of salaries chargeable to each Province and the Dominion not yet determined.
	C. S. McNutt, Assistant	do	13th April, 1858	1200 00	
	J. Ritchie, Clerk	do	23rd June, 1864	700 00	
	L. A. Russell, Draughtsman	do	15th November, 1866	600 00	
	E. T. Smith, Clerk	do	23rd June, 1864	550 00	
Ontario	Jos. F. May, Agent	Belleville	6th May, 1854	1440 00	
	J. A. Macinnes, Clerk	do	26th February, 1859	800 00	
	J. A. G. Crozier, do	do	1st December, 1867	500 00	
Collector at Quebec	McLean Stewart, Collector	Quebec	27th September, 1845	1800 00	The remarks in connection with the Crown Timber Office at Ottawa, respecting Salaries, apply to the Collector's Office at Ottawa.
	Wm. O'Kane, Assistant	do	1st June, 1861	1200 00	
	John McKay, Clerk	do	27th May, 1864	800 00	

THOS. H. JOHNSON,
Assistant Commissioner

G. B. COWPER.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
Toronto, 31st December, 1871.

APPENDIX No. 6.

STATEMENT of Number of Acres sold, Amount of Sales, and Amount of Collections for the year 1871.

SERVICE.	Acres Sold.	Amount of Sales.	Amount of Collections.
		$ cts.	$ cts.
Crown Lands	78,037	122,964 66	180,733 83
Common School	3,702	14,844 72	77,343 70
Grammar School	1,998	3,846 67	6,817 04
Clergy Lands	8,535	16,909 59	85,038 20
	92,272	158,565 64	349,932 77

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1871.

APPENDIX No. 7.

RETURN of the Number of Persons located for Free Grants, and Number of Acres so located, the Number of Purchasers, and Number of Acres sold to locatees under "The Free Grants and Homestead Act of 1868," during the year 1871,

District or County.	Township.	Number of Locatees.	Number of Acres Located.	Number of Purchasers.	Number of Acres sold.
District of Muskoka	Brunel	81	12200	8	151½
	Draper	57	6650	13	192
	Macaulay	57	7325	3	93
	McLean	82	11407	11	216
	Medora	48	6552	4	93
	Monck	82	3649	8	74
	Muskoka	17	4237	1	102
	Stephenson	90	12423	9	364
	Watt	32	3291½	2	47
	Cardwell	12	1666	Nil.	Nil.
	Humphry	17	2255	4	83
District of Parry Sound	Christie	22	3275	1	20
	Ferguson	19	2854	1	56
	Foley	18	3347	2	16
	McDougall	31	4849	9	475
	McKellar	59	8596	8	245
	Hagerman	49	7973	12	184
County of Peterborough	Anstruther	10	1155	1	20
	Cardiff	12	1699	2	200
	Chandos	26	3173	Nil.	Nil.
	Glamorgan	9	1095	Nil.	Nil.
	Monmouth	2	179	Nil.	Nil.
	Minden	8	1000	Nil.	Nil.
	Snowdon	10	1163	Nil.	Nil.
	Stanhope	3	390	Nil.	Nil.
County of Victoria	Anson	2	199	Nil.	Nil.
	Hindon	1	94	Nil.	Nil.
County of Hastings	Carlow	13	1880	2	95
	Dungannon	5	684	Nil.	Nil.
	Herschel	9	1082	3	12
	Monteagle	13	2096	8	39
	Mayo	7	1114	3	14
	Wicklow	Nil.	Nil.	Nil.	Nil.

County of Addington	Abinger	1	100	Nil.	Nil.
	Denbigh	Nil.	Nil.	Nil.	Nil.
County of Frontenac	Clarendon	13	1341	2	134
	Miller	2	300	Nil.	Nil.
	Palmerston	9	855	Nil.	Nil.
County of Renfrew	Alice	9	900	Nil.	Nil.
	Algoma, South	Nil.	Nil.	Nil.	Nil.
	Buchannan	8	956	Nil.	Nil.
	Fraser	Nil.	Nil.	Nil.	Nil.
	Gtrattan	3	361	1	63
	Head	10	1324	1	2
	McKay	Nil.	Nil.	Nil.	Nil.
	Petewawa	6	700	1	8
	Rolph	4	527	Nli.	Nil.
	Wilberforce	11	1349	1	100
	Wylie	3	570	Nil.	Nil.
District of Nipissing	Chaffey	86	11927	12	204
	Stisted	88	12015	4	45
	Hagerty	3	454	Nil.	Nil.
	Richards	Nil.	Nil.	1	95
	Sherwood	1	100	1	30
	St. Joseph's Island	2	194	Nil.	Nil.

Number of Locatees 1,113	Total No. of Acres Located.....153,105½	Total Number of Purchasers.....139	Total Number of Acres sold.....3,452½

J. C. TARRUTT.

THOS. H. JOHNSON.
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1871.

APPENDIX No. 8.

STATEMENT of the RECEIPTS of the Department of Crown Lands for the year ending 31st December, 1871, which are considered as REVENUE.

	$	cts.
Woods and Forests	453,403	20
Crown Lands	180,733	83
Mines	34,653	95
Casual Fees	385	50
Surveyors' Fee Fund	200	00
	$669,376	48

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1871.

APPENDIX No. 9.

STATEMENT of the RECEIPTS of the Department of Crown Lands for the year ending 31st December, 1871, which are considered as Special Funds.

	$ cts.	$ cts.
Clergy Lands.		
Principal	50,555 88	
Interest	34,457 32	
Rent	21 00	
Inspection	4 00	
		85,038 20
Common School Lands.		
Principal	44,152 52	
Interest	33,191 18	
		77,343 70
Grammar School Lands.		
Principal	4,676 37	
Interest	2,140 67	
		6,817 04
		169,198 94
Refunds on above Services.		
Clergy	554 49	
Common School	142 06	
Grammar School	186 60	
		883 15

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1871.

APPENDIX No. 10.

STATEMENT of the GROSS Collections of the Department of Crown Lands, for the year ending 31st December, 1871.

	$	cts.
Crown Lands	180,733	83
Clergy Lands	85,038	20
Common School Lands	77,343	70
Grammar School Lands	6,817	04
Woods and Forests	453,403	20
Mines	34,653	95
Casual Fees	385	50
Surveyors' Fee Fund	200	00
Amount on Suspense, &c.	31,009	94
	$869,585	36

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1871.

APPENDIX No. 11.

STATEMENT of the GROSS Disbursements of the Department of Crown Lands for the year ending 31st December, 1871.

	$ cts.	$ cts.
Commissions.		
A. Cadenhead	1304 19	
W. Halpenny	102 93	
C. F. Holterman	59 21	
H. S. Huber	323 68	
A. McNabb	1612 29	
E. Perry	134 44	
J. Sharman	616 79	
C. Widder	636 98	
J. Wilson	86 84	
W. Jackson	1369 15	
J. McKibbon	152 07	
R. Macpherson	167 35	
		6565 92
Agents Postage.		
J. D. Beatty	25 10	
A. S. Cadenhead	21 28	
J. Graham	25 57	
W. Halpenny	5 74	
C. Holterman	3 40	
H. Huber	3 45	
W. Jackson	22 18	
S. G. Lynn	1 83	
A. McNabb	35 69	
E. Perry	3 28	
D. Anderson	4 40	
J. P. Moffat	7 04	
J. R. Tait	2 91	
C. W. Lount	46 14	
R. Macpherson	16 76	
A. Kennedy	5 34	
		230 11
Salaries of Agents.		
D. Anderson, Salary for 9 months	375 00	
E. B. Borron do do	750 00	
J. D. Beatty do do	375 00	
A. A. Campbell do do	750 00	
Jos. Graham do do	375 00	
C. W. Lount do do	750 00	
S. G. Lynn do do	375 00	
J. P. Moffat, Salary to 9th August, 1871	304 15	
J. R. Tait, do for 9 months	375 00	
E. Playfair do do	375 00	
J. Bowker, from 17th July to 30th September	104 18	
A. Kennedy, from 24th Aug. to do	52 63	
J. F. Way, Salary for 11 months	$1,320 00	
J. A. McInnes, Clerk do	733 32	
J. A. Crozier do do	458 32	
	2511 64	
		7472 60
J. F. Way, Disbursements		543 54
J. Wilson, for timber service		125 00
A. Cadenhead, Disbursements		6 38
J. Graham do		13 00
W. Halpenny, Travelling Expenses		29 25
J. McKibbon do do		20 20
D. Anderson, Inspection		4 10
A. Cadenhead		6 00
S. G. Lynn		31 92
Wood Ranging.		
A. G. Judd	606 18	
J. Hiscott	485 00	
Carried forward		

APPENDIX No. 11.—*Continued*

STATEMENT of the GROSS Disbursements of the Department of Crown Lands for the year ending 31st December, 1871.

	$ cts.	$ cts.
Brought forward		
T. E. Johnson	844 15	
J. Shaw	1311 34	
S. L. Soper	501 00	
A. C. McDonell	919 50	
J. Rodgers	660 50	
W. G. Freeman	868 66	
H. Strickland	470 00	
C. Johnson	1122 67	
W. Russell	1344 18	
G. Sherwood	25 00	
A. Tobin	11 00	
J. McDonald	75 00	
		9240 18
Expenses of Inspectors valuing Lands.		
J. W. Lewis	1008 18	
G. Wardrope	16 00	
D. Thorburn	240 00	
D. Molesw	14 00	
T. Flynn	300 00	
A. McCrae	50 00	
C. Morrow	50 00	
R. C. McCallum	307 52	
H. Lillie	42 10	
D. Lawrence	010 00	
W. Stokes	175 00	
B. Switzer	175 00	
C. Rankin	175 00	
G. Harshaw	50 00	
S. Clapp	50 00	
J. McVeigh	150 00	
C. Johnson	155 00	
J. Barwick	100 30	
J. Brant	40 00	
J. S. Broddie	125 00	
D. Thomson	317 00	
		3745 10
C. Johnson, Services making Returns		30 00
W. McCrea, Investigating claims		24 00
W. Armstrong, Travelling Expenses		75 00
J. C. Miller do do		108 31
J. M. Currie do do		14 45
T. H. Johnson do do		208 41
J. C. Tarbutt do do		30 00
G. B. Cowper do do		40 00
J. Rodgers, Inspecting		45 00
F. X. Belland, Allowance for guarding timber		160 00
G. Sherwood, for taking charge of Timber under seizure		107 00
Refunds.		
Refund on Crown Lands	6404 94	
do Clergy Lands	554 49	
do Common School Lands	142 06	
do Grammar School Lands	185 60	
do Mining Lands	5404 00	
do of Timber Dues	2985 46	
do Timber dues and Trespass	1476 00	
do on Settlers Licenses	76 00	
do of Ground Rent	1391 40	
do to Canadian Land and Emigration Company, on account of Roads	4324 31	
do of Fees and Free Grants	96 00	
do of value of Timber cut in Laxton	2 56	
do of half charge for running line in Russell	20 00	
		23163 82
Carried forward		

APPENDIX No. 11.—*Continued.*

STATEMENT of the GROSS Disbursements of the Department of Crown Lands for the year ending 31st December, 1871.

		$ cts.	$ cts.
Brought forward			
Receipts of R. J. Oliver, applied		151 20	
do J. B. Askin do		484 45	
do J. Monaghan do		2 00	
do W. Wallis do		253 82	
do W. Harris do		75 00	
do J. Clarke do		40 00	
			1006 47

To whom Paid.	Colonization Roads.	Amount.
P. C. Campbell	On account work on Muskoka & Bobcaygeon Roads	3677 10
do	do do Skeleton River Bridge	47 79
do	do do Rousseau	74 93
D. J. Campbell	do do Junction Road No. 2	1326 50
W. Ashdown	do do Draper & Indian River Bridges	345 24
do	do do Muskoka Road	200 00
C. F. Aylesworth	do do Rousseau and Nipissing Roads	3315 85
A. P. Cockburn	do do Muskoka Road	114 15
C. F. Aylesworth	do do Hastings Road	50 00
do	do do Brunel Bridge	100 00
J. Graham	do do Monck Road East	3179 40
do	do do Peterson Road	858 36
T. G. Hazlitt	do do Monck Road West	320 00
A. G. Judd	do do do	2777 79
S. Armstrong	do do Northern and Junction Roads	688 00
do	do do Lake Joseph & North West Rds	855 00
do	do do Junction Bridge	50 00
J. & W. Beatty	do do Northern and Junction Roads	930 00
do	do do Seguin River Bridge	100 00
J. Doran	do do Pembroke & Mattawa Roads	234 30
J. Rowan	do do do do	5200 00
P. Tallon	do do do do	1962 00
H. Smith	do do Addington Road	846 00
J. D. Beatty	do do Parry Sound Road	125 84
P. Vankleek	do do Hastings Road	1000 00
D. Anderson	do do Burleigh Road	300 00
G. Bick	do do Kinmount Road	1000 00
W. D. Mace	do do Loboro' and Bedford Roads	998 60
W. Smith	do do Lake Joseph Road	1147 91
J. Staples	do do Victoria Road	3000 00
J. Reeves	do do Pembroke and Eganville	1000 00
T. Carmichael	do do Indian River Bridge	150 00
R. Irwin	do do Skeleton Lake Road	338 67
C. W. Lount	do do Muskoka Road (Intersection)	134 58
D. Hogoboam	do do Brunel Bridge	15 00
J. Bird	do do Chandos Road	180 00
W. Graham	do do do	1607 15
W. Carney	do do Great Northern & Korah Roads	1400 00
S. Ross	do do Peterson Road	600 00
S. D. Ross	do do do	400 00
S. Youmans	do do Frontenac Road	721 89
Wright, Batson & Currier	do do Frontenac & Madawaska Roads	300 00
G. Hunt	do do Muskoka Bridge	66 62
R. Turner	do do Foys and Eganville Roads	711 16
W. Haryatt	do do Brudenel & Peterboro' Roads	603 26
P. Gorman	do do Opeongo Road	150 00
J. Fensom	do do Macaulay Bridge	54 76
J. Moore	do do Oso and Sherbrooke Roads	297 50
W. Hewett & Co.	Supplies	88 02
W. & R. Griffith	do	924 48
J. B. Boustead	do	4400 00
Dodge & Co.	do	1137 66
Hunter Bros.	do	1648 40
E. Lawson	do	76 00
J. McDonald	do	72 40
Carried forward		

APPENDIX No. 11.—*Continued.*

STATEMENT of the GROSS DISBURSEMENTS of the Department of Crown Lands for the year ending 31st December, 1871.

To whom Paid.	Colonization Roads.	Amount.	
		$ cts.	$ cts.
	Brought forward		
C. Potter	Surveyors' Chains	5 00	
T. H. Johnson	Inspecting	81 70	
J. W. Bridgland	do	187 50	
P. C. Campbell	do	50 00	
C. F. Aylsworth	do	220 45	
A. Irving	do	19 60	
J. W. Bridgland	Salary as Superintendent of Colonization Roads	1600 00	
		54068 96	
	Deduct amount received from Geo. Hunt on account of Pork	68 96	
			54000 00
	SURVEYS.		
R. Hamilton	Survey of Timber Berths	2029 18	
V. B. Wadsworth	do do	785 87	
do	do N. Orillia and Matchedash	148 33	
W. Bell	do Timber Berths	4000 00	
W. Beatty	do do	1812 03	
do	do Chaffey, Stisted and McMurrick	378 22	
do	Exploration N. Lake Superior	279 08	
J. A. Fleming	do do	520 46	
C. F. Miles	Survey of McMurrick and Stevenson	1118 38	
Forneri & Kennedy	do Faraday	443 67	
M. McFadden	do Croft	288 66	
T. B. Clementi	do Ryerson	81 00	
T. Byrne	do Monteith and McMurrick	1932 16	
A. B. Scott	do Spence and McGregor	2413 60	
H. Lillie	do Chapman	733 82	
B. Springer	do Part of townplot of Wingham	140 00	
H. Wilsen	do Prince Arthur's Landing	700 00	
C. Brady	do Residue of Anglesea	97 59	
			17902 05
	Board of Surveyors		112 20
	Compensation Claims		58 15
	Compensation Scrip Issued.		
F. Jones	From No. 3401 to 3448	1200 00	
J. Larmny	do 3449 " 3451	60 00	
J. Garson	do 3452 & 3453	40 00	
J. B. Mastad	do 3454	20 00	
A. McKay	do 3455 to 3458	80 00	
J. Jobingville	do 3459 & 3460	40 00	
M. Le Batt	do 3461	20 00	
H. Davillean	do 3462 & 3463	37 36	
J. Waters	do 3464 to 3470	155 00	
			1661 36
			126,769 52

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1871.

APPENDIX No. 12.

Woods and Forests.

Statement of Revenue collected during the year ending 31st December, 1871.

	$ cts.	$ cts.
Amount of Ottawa Territory collections by A. J. Russell	90,304 11	
do do do do per McLean Stewart	129,340 62	
		219,644 73
Amount of Ontario Territory collections by Jos. F. Way	62,333 32	
do do do do per McLean Stewart	2,954 77	
		65,288 09
Amount of Western Timber District collections	160,164 33	
do do do do per McLean Stewart	8,306 05	
		168,470 38
Total Timber Dues, Ground Rent and Bonuses		453,403 20

Note.—An error in the Public Accounts for 1871 gives $215,973 28 as the collections of the Woods and Forests, instead of the above.

THOS. H. JOHNSON,
Assistant Commissioner.

G. B. Cowper.

Department of Crown Lands,
Woods and Forests Branch
Toronto, 31st December, 1871.

APPENDIX

WOODS AND

GENERAL STATEMENT of Timber, &c., and Amounts accrued from Timber

QUANTITIES AND DESCRIP

NAMES OF AGENTS AND AGENCIES.	Area under License.	Saw Logs.			White Pine.		Red Pine.	
	Square Miles.	White Pine.	Spruce.	Oth'rs	Pieces.	Feet.	Pieces.	Feet.
Ottawa Territory.								
A. J. Russell, Agent	7512	922478	... ...	760	169352	9647834	35144	1320901
Ontario Territory.								
Joseph F. Way	1981	370346	... ...	8658¼	3843	225571	291	11730
Western Timber District	3041¼	363535	... ...	3	5868	298902	61	3132
	12534¼	1656359	... ...	9421¼	179063	10172307	35499	1335763

GENERAL STATEMENT

QUANTITIES AND DESCRIP

NAMES OF AGENTS AND AGENCIES.	Maple, Cherry, Spruce & Cedar.		R'lway Ties & Sleepers.	Boom Timb'r and Floats.		Staves.		Cord Wood Hard. Soft.	
	Pieces.	Feet.	Pieces.	Pieces	Feet.	St'd.	West India.	C'ds.	C'ds.
Ottawa Territory.									
A. J. Russell, Agent	31	338	60053	23748	780896	.....	.....	155	187
Ontario Territory.									
Joseph F. Way	576	11451	6484	6614	176120	8684	5287	265	525½
Western Timber District	8	298	.....	.....	.....	.....	.....	.....	.....
	615	12087	66537	30362	957016	8684	5287	420	712½

G. B. COWPER.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
Toronto, 31st December, 1871.

No. 13.

FORESTS.

Dues, Ground Rent, and Bonuses, during the year ending 31st December, 1871.

TIONS OF TIMBER.

Oak.		Elm.		Ash.		Tamarac.		Birch.		Basswood.		Hemlock, Whitewood & Butternut.	
Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
17	2494	169	6156	40	194	869	25313	3	.....	171	9205	594	23464
6	263	156	4338	26	919	61	1907	.....	.....	2	74	293	7220
560	30391	485	22602	6	304	9	388	.....	.....	3	222	.....	.....
583	33148	810	33096	72	1417	939	27608	3	.....	176	9501	887	30684

OF TIMBER, &c. —*Continued.*

TIONS OF TIMBER.

Ced'r R'ils and Posts.	Posts.	Bark.	Bolts & Pickits.	Binders & Lash'g Pls.	Trespass & Fractn's		On Timber Dues.	On Ground Rent.	Bonuses.	Total.
Pieces.	Cords.	Cords.	Cords.	Pieces.	Trespass.	Fractions				
					$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts.
.....	.....	.....	.....	.....	5778 61	0 25	286808 61	15541 75	48 00	308177 22
10120	35	12	1884¼	737	2858 74	0 02	61451 37	4302 75	68 00	68680 88
.....	.....	.....	.....	.....	4868 87	0 01	64965 31	6406 00	117784 00	194024 19
10120	35	12	1884¼	737	13506 22	0 28	413225 29	26250 50	117900 00	570882 29

THOS. H. JOHNSON,
Assistant Commissioner.

APPENDIX No. 14.

STATEMENT of Amounts paid for advertising during the year ending 31st December, 1871.

	$	cts.
Globe Printing Company	113	50
Peterboro' Review	3	12
Toronto Telegraph	221	10
London Free Press	13	32
Brockville Monitor	5	74
Owen Sound Times	2	75
Bobcaygeon Independent	2	52
Orillia Northern Light	15	84
Pembroke Observer	13	48
Essex Record	3	36
Toronto Leader	9	00
Hastings Chronicle	3	60
Victoria Warder	2	88
Napanee Express	15	75
Ontario Beaver	15	00
In publication entitled "Free Grant Lands of Canada"	50	00
Northern Advocate	66	52
Cobourg Sentinel	2	40
Ottawa Times	26	36
Toronto Express	115	45
Brockville Recorder	2	58
Sarnia Canadian	3	72
Barrie Advance	10	60
Welland Telegraph	8	64
Bruce Herald	5	00
Grand River Sachem	4	32
St. Catharines Journal	7	20
Orillia Packet	10	92
Chatham Planet	8	28
Hamilton Spectator	4	32
Picton Times	3	96
Canadian Times	5	76
London Evening Herald	4	32
Dunville Gazette	4	80
	786	11

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1871.

APPENDIX No. 15.

REPORT *of Works performed during the year* 1871, *on Colonization Roads, in the Province of Ontario.*

To the Hon. R. W. SCOTT,
Commissioner of Crown Lands.

SIR.—I beg to lay before you the following Report of Colonization Road operations during the past year of 1871.

The greater amount of the work has been done by day labourers, under the supervision of Overseers, appointed by the Commissioner of Crown Lands.

Some few contracts have been let, chiefly confined to the cheaper class of roads, and the construction of the more important bridges.

1ST. ADDINGTON ROAD.

For this road $1000 were appropriated by O. C. to construct improvements thereon, and repair the same, from its commencement in the Township of Sheffield, to the Bald Mountains in Kaladar.

The work has been inspected, and has been pronounced by the Inspector to be judiciously and well done.

The Overseer's account for expenditure exceeds the appropriation $42.

There has been paid thereon $1000.00.

2ND. CHANDOS ROAD.

This is a new road, formed to induce a further settlement of the easterly part of the Township of Chandos. It leads from the Burleigh Road near Hall's tavern, across the southerly part of the above Township to the easterly boundary thereof, a distance of between eight and nine miles.

This road has been made under Specification No. 2, of the Department, at an estimated cost of $200 per mile. The work has been performed under contract, and has cost the sum of $1,607.15.

3RD. DRAPER BRIDGE.

This bridge spans the South branch of the Muskoka river, where the Concession road line between the seventh and eighth concessions intersects it.

The bridge is formed with two King-post trusses of sixty feet span, each, with the necessary piers and abutments of hewn timber, and has been built by contract for the sum of $600.00.

4TH. FENELON & KINMOUNT ROAD.

The work done on this road was a continuation of that begun last year. $500, of an amount contributed by the Municipality last season, remained on deposit, unexpended

The Government appropriated $1000 to be added to the above sum, and issued instructions for the continuation of the improvements to the extent of the united sum, viz., $1,500.

The returns of the Overseer show a balance of $56.16 disbursed over the sum above named.

Amount paid by the Department $1000.00.

5TH. FOY'S AND EGANVILLE ROAD.

This is a road leading from Foy's tavern on the Opeongo road to the village Eganville.

$800 were appropriated to improve the above road.

Expenditure as per account ..... $711.16.

6TH. FRONTENAC ROAD.

Repairs have been made on this road, confined mainly to the southern end, in the Township of Hinchinbrooke, extending over about eleven miles of distance.

These repairs have been inspected and are pronounced to be of a substantial character. Total expenditure $985.89. There has been paid on account $853.89.

7TH. FRONTENAC AND HYDE'S CHUTE ROAD.

$150 were appropriated to assist in opening a communication between the north end of the Frontenac Road, where the same intersects the Madawaska river, and the above point.

The money has been paid, but the return of its expenditure has not yet been received. $150.00.

9TH. HASTINGS ROAD.

This road has been repaired over that section of it extending along the easterly boundary of the Township of Wollaston, a distance of about ten miles.

The work has been examined and is reported as satisfactorily done.

The account shows an expenditure of .... $1065.05.
Payment by Department..... .... 1000.00.

10TH. JULIEN'S LANDING ROAD.

This is a short piece of road leading from an elbow of the Burleigh Road to the above point in length between two and three miles.

It is designed to afford access to settlers by the boating line, from Peterborough to the Burleigh Road settlements.

Expenditure this year ..... $300.00.

11TH. JUNCTION ROAD, No. 2.

This is a new road leading from a point in the Parry Sound road, about six miles west of the Rousseau Junction, northward and westward, through the Townships of Humphrey, Christie, McKellar and McDougall, to an intersection with the Northern road near Owl Lake, on the latter road. Eight miles of the southern end of this road were let for construction this year. The work has been completed, inspected and accepted.

The Final estimate amounts to .... $1809.85.
There has been paid on account ..... 1586.10.

12TH. JUNCTION ROAD, No. 3.

A short branch road from the Northern Road in the Township of Croft, leading easterly to Aumik Lake.

This work was also let by contract Specification No. 2, at the rate of $200 per mile.

The road is three miles and fifty-two chains in length, and has cost $730.00

13TH. LAKE JOSEPH ROAD.

This road has been prolonged to the west side of the above lake this year, a distance of six miles. The work was let by contract at rates, Specification No. 2; it has been examined and found to be satisfactorily completed.

Total cost..... ....$1,195.91.

14TH. LOBORO AND BEDFORD ROAD.

An appropriation of $1000 was made this year for the further improvement of this road

The Inspector reports a considerable amount of work performed on the line, but as it has been extended over a distance of seventeen miles, it is necessarily somewhat superficial.

The road still requires considerable improvement to render it substantial for heavy travel.

Total expenditure ..... $998.60.

15th. Macaulay Bridge.

This bridge spans the North branch of the Muskoka river, in the Township of Macaulay, near Wilson's sawmill. It is one hundred and thirty feet long, exclusive of approaches.

Two bays of fifty-four feet each, are spanned by King-post trusses.

The work is reported by the Contractor to be finished, but no inspection of the work has yet been made, nor have any payments been made on account of the work.

16th. Monck Road, East.

On this road the Overseer reports eight and three-fourths miles of new road completed this year, extending from Lot No. 27, in the Township of Glamorgan to Lot No. 17, in the Township of Monmouth.

Much obstruction, it is reported was experieneed during nearly the whole season, from bush fires, causing great loss of time and much additional expense in renewing and protecting cross-ways.

The total expenditure as per account is ..... $4,440.76.
On which account there has been paid .... 4,000.00.

17th. Monck Road, West.

The work done on this road has been inspected, and is reported to have been well and substantially done.

Seven and a half miles of new road have been constructed this year, reaching as far as Lot No. 25, in the second concession of the Township of Digby.

The land traversed by the last four or five miles of the part of road made this year, is described as being of fair and arable quality, and having a progressive settlement.

From the terminus of the work on this part of the road, an exploration has been made to the southward of Head Lake, the object being to connect the road with the Bobcageon road by a better route than the one already surveyed to the north of the said Lake

A very good line for the above purpose, has been discovered. It discloses land of a superior quality, while the road can be more cheaply formed.

The total expenditure this year on this part of the road is $3,855.54.

18th. Muskoka Road.

There have been improvements effected on that part of this road line lying between Falkenburg Post Office and Vernon Lake.

The road has also been extended from the latter point, a distance of about ten miles; diverging, after crossing Fairy Lake Narrows more to the northward, and passing well up through the central parts of the Township of Chaffey.

The latter part of the works embraces a new and substantial bridge across East River, so called, being in fact the upper branch of the Muskoka.

The total expenditure as per account rendered this year is.....$4,507.70.
Of which amount there has been paid to date 4,351.05

19th. North West Road.

A short road leading from Parry Sound Village, in a North-westerly direction, for the purpose of opening up lands fit for settlement in that part of the Township of McDougall.

A contract for the construction of five miles of the above road was let at the average price of $200 per mile (Specification No 2.)

The work has been completed, examined and accepted, and the final estimate paid amounting to $1000.

20TH. NORTHERN ROAD.

Six hundred dollars were appropriated to repair that part of this road lying between Owl's Lake and Parry Sound village.

The money has been judiciously expended in necessary improvements over the said section; Expenditure $600.00.

21ST. OPEONGO ROAD.

To repair a few very defective points in this road, lying between the village of Renfrew and Foy's tavern on the said road, the sum of $150 were appropriated.

The outlay has been made accordingly, and the repairs effected.

Expenditure..... $150.

22ND OSO AND OLDEN ROAD

Five hundred dollars were appropriated to improve this road.

The road commences in the Township of South Sherbrooke, passing through the Townships of Oso and Olden to its intersection with the Frontenac Road.

Instructions for the outlay having been given towards the close of the season, only a portion of the money granted has been expended.

Expenditure.....$297 50

23RD. PETERSON ROAD, WEST

One thousand dollars were granted to repair that part of this road lying between the Townships of Minden and Stanhope.

Two or three considerable deviations have been made from the old line to avoid difficult hills.

The Road is reported to be now in a favourable condition for travel.

Total Expenditure.....$968 36

24TH. PETERSON ROAD, EAST.

That part of this road lying eastward from Doyle's Corners or Maynooth Post Office, to the Madawaska Road, is denominated as above.

One thousand dollars were also appropriated for its repair.

The improvements have extended across the Township of Wicklow a distance of about ten miles.

Included in the repairs is a good substantial bridge over Papineau Creek, the former one having been destroyed by fire during the present season.

These improvements have been pronounced by the settlers to be of a very satisfactory character.

Expenditure per Account.....$1014 88
On which there has been paid.....$1000 00

25TH. PETERSON ROAD (OR BRANCH ROAD).

This Road lies between the Madawaska River at Dennison's and the Opeongo Road It is usually called the Branch Road, but it is in fact a continuation of the Peterson.

Seven hundred and fifty dollars were appropriated for its improvement this year.

The working season having been far advanced before instructions were issued for the work to begin, and the frost and snow coming on at an early period, prevented the judicious expenditure of the whole amount.

Total Expenditure.....$603 26

26TH. PEMBROKE AND MATTAWA ROAD.

This Road has been operated upon, during the past season, both by an overseer with a gang of labourers in his employ, and through a contract let for the completion of five miles.

The contract work has been fully completed, examined, accepted and paid for.

The work was let, to be performed upon a special specification for the average price of $400 per mile.

Expenditure.....$2000 00

The work under the overseer and labourers has been closed, but the final returns are not yet made.

This work has also been examined by the same persons who inspected the contract work and is reported to be well and substantially performed.

Expenditure.....$6810 40

27TH. PEMBROKE AND EGANVILLE ROAD.

The improvements commenced last year have been continued during the present year $1000 having been appropriated therefor.

The repairs of this season are reported to be well performed, and it is also stated that much satisfaction is expressed by the settlers with regard to them.

Expenditure as per account.....$1023 26
On which there has been paid.....$1000 00

28TH. ROUSSEAU AND NIPISSING ROAD.

The work on this important line of road this year consists of eight and three-quarters miles of new road, finished.

This additional distance prolongs the road now to the Maganetewan River, 33½ miles from its commencement at Lake Rousseau.

In addition to the above, a substantial King-post truss bridge has been built over the Maganetewan River at the intersection of the road.

The bridge, with the piers and logway extensions and approaches, is 124 feet in length.

The bridge, together with some repairs done upon the southerly part of the road, is included in the total expenditure herewith.

Total Expenditure.....$5073 47
On which there has been paid.....$5060 00

29TH. SANSON'S AND HYDE'S CHUTE ROAD.

This is a road leading from Settler Sanson's, on the Opeongo Raod, to Hyde's Chute on the Madawaska River.

150 dollars were appropriated to effect some very necessary repairs on this line.

The work has been performed, and an excess of the appropriation above, reported to have been expended.

Paid by Department.....$150 00

30TH. SEGUIN RIVER BRIDGE, ON JUNCTION ROAD NO 2.

A contract was let for the construction of a strong log pier bridge across the Seguin River, at the above point for the sum of $250.

The bridge has been completed.

Expenditure thereon.....$250 00

31ST. VICTORIA ROAD.

Four thousand dollars were appropriated to effect repairs upon this road.

The work has been inspected.

The inspector reports about nine and a-half miles of road repaired, beginning at Lot 23, in the Township of Fenelon, and extending northward over the above distance.

These repairs are stated to have been somewhat expensively made.

A considerable amount of crossway has been renewed and covered with a high and narrow crowning of earth drawn from intervening ridges and hills excavated for this purpose.

There has been paid on account of the work this year $2800 00.

The above list embraces all the Road and Bridge works of the year 1871, effected under the Colonization Roads Branch of your Department.

In the projection of the work, and in carrying out the practical accomplishment of it, every effort possible with the limited Departmental assistance allowed for the performance of those duties, has been used.

I beg however, again to repeat a suggestion before made, that one or two efficient Inspectors be appointed, to act during the working season, for the purpose of constantly visiting and examining the works in progress, in order to direct personally in their proper and prompt performance, and to report to this Department weekly as to their condition.

I am satisfied that one or two honest and qualified men, placed in the position alluded to, would produce improved and increased work in the field, equal to twice the amount of money necessary to remunerate them for such services.

I have the honour to be,
Sir,
Your obt. servant,

JAMES W. BRIDGLAND,
Supt. Col. Roads, Ont.

Summary of Expenditure of the Colonization Roads Branch of Ontario for the Year 1871.

Roads &c.	Amount.
1. Addington	$1000 00
2. Chandos	1607 15
3. Draper Bridge	600 00
4. Fenelon and Kinmount	1000 00
5. Frontenac	853 89
6. Frontenac and Hyde's Chute	150 00
7. Foy's and Eganville	711 16
8. Great Northern	1400 00
9. Hastings	1000 00
10. Junction No. 2	1580 10
11. Junction No. 3	730 00
12. Julien's Landing	300 00
13. Lake Joseph	1195 91
14. Loboro	998 60
15. Monck, East	4000 00
16. Monck, West	3855 14
17. Muskoka	4351 00
18. Northern	600 05
19. North West	1000 00
20. Opeongo	150 00
21. Oso and Olden	297 50
22. Pembroke and Mattawa (Contract)	2000 00
23. Pembroke and Mattawa (Overseer)	6810 40
24. Pembroke and Eganville	1000 00
25. Peterson, East	968 36
26. Peterson, West	1006 00
27. Peterson (Branch Road)	603 26
28. Rousseau and Nipissing	5000 00
39. Sauson's and Hyde's Chute	150 00
30. Seguin River Bridge	250 00
31. Victoria	3000 00
Balances of 1870	1266 56
* Dept. of Public Works	550 13
Surveys of Roads	416 25
Inspection of Works	627 24
A. P. Cockburn's Bill for Freight	114 15
Pork Sales	895 96
Pork in Store	154 00
Salary of Superintendent	1600 00
Loss, on Pork Sales	281 75
Total Expenditure for the year 1871	$54068 96

* This amount has been refunded to the Provincial Revenue.

James W. Bridgland,
Supt. Col. Roads, Ont.

Department of Crown Lands,
Toronto, 3rd Feb. 1872.

APPENDIX NO 16.

REPORT OF THE MINING INSPECTOR, NORTH SHORE OF LAKE SUPERIOR.

(Copy.) THUNDER BAY, 19 January, 1872.

SIR,—Although the expectations of the more sanguine may not have been fully realized still no inconsiderable progress has been made towards the development of the mineral resources of this District.

Exploration has been carried on over a wider extent of country and by a larger number of explorers last season than at any time since the Mining Act of 1869 came into operation or indeed since the year 1846. This is in some degree shewn by the number of Miners' Licenses issued, viz:

In the year 1869: 3 Miners' Licenses.
" " " 1870. 18 Do Do.
" " " 1871. 24 Do Do.

This fact will doubtless be much more clearly shewn by the applications for, and sales of Mining Lands in the District: but of such I have no record in my office. The resulting discoveries, (leaving gold out of the question) have been far from few or unimportant; confirming the opinion expressed in a former report, that the argentiferous country, extends from Pigeon River to Black Bay, and bringing to light new and promising veins, some of which will doubtless be worked next summer.

The gold-bearing veins discovered last season are situated on the other side of the Height of Land, and do not therefore come within the limits of this Mining Division as defined in the order of Council relative thereto, dated fifth of May, 1869. But as the veins in question are, I understand, but a short distance from Lake Shebandowan, it is exceedingly probable, that this new gold field may be found to extend, over to this side the Height of Land also. No mining work has yet been done on these veins, but a party set out a few days ago to make preparations therefor. The yield of specimens of the ore, said to be taken from the veins alluded to, I have heard stated at from thirty to seven hundred dollars per ton, but I have no means of verifying these reports. I know, however, for a fact, that a party who had the ore assayed, was so satisfied with the result, that he at once bought and paid twenty thousand dollars, for an interest only (said to be one half), in the location from which it was obtained.

A matter of nearly, if not quite as much importance however, at *present*, as the making of new discoveries, is —the obtaining of the capital necessary to develop and profitably work the veins or mines already discovered. In the accomplishment of this, I believe, satisfactory progress is being made. The attention of influential Americans having been drawn to this district, we were visited by a number of the more enterprising last summer.

Satisfied by personal examination of the richness and value of various locations—some of these gentlemen are presently engaged in organizing Companies to develop and work them. The fruits of their efforts will be fully apparent next summer. I am informed that they are succeeding in carrying out the desirable object they have in view.

No less than six Companies are expected to be organized to operate on the Shuniah vein alone.

We are to have the Shuniah Mine (proper), embracing that portion of the vein on which the former works of Withers and Company were situated. On the East side—we are to have the East Shuniah Mine. And on the West side the International and West Shuniah Mines.

Thus the whole Withers' property, comprising Lots Nos. 8, 9, 10, 11, 12 and 13, containing in all 1680 acres, is to be divided into four mining "Setts" or locations, each of which will embrace from 1,700 to 2,000 feet in length, of the Great Shuniah vein.

Sixty men, forty of whom are miners, are already employed at the Shuniah Mine, and more would have been employed but for the unfortunate circumstance, that they were disappointed, in obtaining a sufficient quantity of powder before the close of the navigation. Six shafts, varying in depth from twenty-five to seventy (70) feet, are being sunk three shafts on the Shuniah Mine proper, and one shaft on each of the other locations or setts

Good substantial buildings have been erected, and a steam-engine is on the ground and shortly to be put in place.

The Manager expresses himself well satisfied with the prospects, and the whole operations indicate a bona fide intention on the part of these Companies to fully test and develop this large and promising vein.

Two other Companies, "The Algoma," and "Ontario," employ a few men in prospecting or searching for the Shuniah Vein on locations immediately west of the Shuniah with the intention of working the same when found.

The Beck Mine (near McKenzie River), changed hands last Fall, and after a partial suspension during the summer, is now being prosecuted with more energy and vigour. About thirty men are presently employed. The principal shaft is fifty feet in depth, and there are two others of lesser depth in the vein.

The deepest shaft is half full of water, but it is proposed to erect a steam engine at this mine also, to pump out the water and for other purposes. Good ore is presently being got from this vein, at the depth of about twenty feet, and it is reported to have carried silver at the very bottom of the shaft

On a location called "3 A" about a mile north of the Beck Mine, and belonging mostly to the same parties, there is another silver vein on which two miners are presently engaged working. The opening or "Stope" in this vein is only a very small one, being barely nine feet in length by ten feet in depth. The vein itself is about two feet in width, and for the length exposed, is certainly very rich in silver. It carries also, a considerable quantity of nickel ore. What the vein may be like beyond the opening already made I cannot say, but if anything like as good as where the men are presently working, it will, I believe, prove a rich and valuable mine.

East of Beck's Mine and about a mile nearer to McKenzie River another Company, (called the Algoma also,) is operating. I have not visited that Mine as yet, but they have, I understand, ten miners employed and are testing the vein found on their property with spirit. Their prospects are, so far as I can learn, encouraging.

Operations on a limited scale have been carried on at various other points during the past summer, both in Thunder Bay and in Black Bay, but these have been suspended for the winter.

I have nothing new to report in reference to "Silver Islet" excepting that the operations are being prosecuted with unabated vigour and with results, apparently, most satisfactory to all concerned. I applied to the Manager of the Silver Islet Mine, upwards of six weeks ago, for information which would have been interesting to yourself and to the public, and mentioning at the same time that it was my intention to transmit the same to you, but I regret to say that I have not yet been favoured with any reply.

I have the honour to be
Sir,
Your most obedient servant.

(Signed). E. B. Borron,
Mining Inspector, Lake Superior Division.

To the Hon. M. C. Cameron,
Commissioner of Crown Lands,
Department of Crown Lands, Toronto.

APPENDIX No. 17.

Report of the Inspector, Madoc Mining Division.

Crown Lands Office,
Belleville, January 2nd, 1872.

The Hon.

Commissioner of Crown Lands.

Toronto.

Sir,—I have the honour to state for the information of the Honorable the Commissioner of Crown Lands, that, since my report in August last, very considerable progress and improvements have been made in this Mining Division, especially in the Township of Marmora. In Elzevir, Madoc and Lake, everything is at a standstill. Some little is being done by Mr. Sparrow in Tudor in lead mining.

In the Township of Marmora, however, a new mill has been erected by Jendins and Company, on Lot seventeen, in the Eleventh Concession, of twenty horse power and five stamps, at an expenditure of some $6000.00. They have now excavated some two hundred tons of ore, and are in full working order. At Malone, Mr. W. H. Palmer has the control of the Severn Mill, and is constructing an amalgamation on the Fribourg or barrel system.

On Lot ten in the Eighth Concession, known as the Brenton Lot, Mr Jones represents the Hawk-eye Company, and has a shaft down about fifty feet.

On Lot nine, in Eighth Concession, Mr. Gatling is continuing his mining work, and has down two shafts about one hundred and fifty feet apart, to the depth of fifty feet, and has about two thousand tons of ore excavated. These veins are some fifty feet wide, and he is awaiting the spring to erect reduction works upon a scale suitable to the lode. Some twenty men are now in his employment, and have been all the past season. Some quarter of a mile from this, property has been purchased by General Tussle, of Des Moines, Ohio, and, favourable indications having been found, work will be proceeded with at once.

At the Cook mine on Lot seven, in the Ninth Concession, Dr. Williams commenced working in the spring of '69 with a small mill of five stamps, but in consequence of the lode being a very difficult one, he did not fairly get to work till the spring of 1870. He stopped the mill for enlargement last summer, after crushing 1000 tons of ore, yielding 500 oz. of gold worth $10,000.

The yield in this crushing was very uniform—about $10 per ton. A large quantity of the tailings which were saved proved to be rich in gold, not more than 4 or 5 per cent. having been extracted.

This difficulty arises from the want of a roasting furnace, in which the ore is burnt after being crushed—thus drawing off the sulphur and arsenic contained in the ore which carries the gold. Mr. Dunstan, one of the proprietors, has invented what he calls "The Dunstan Cylinder Furnace," which, for cheapness of construction, and working, far surpasses any now in use. One of these has been added to the mill, and having been tested, proves that it burns the sulphurets perfectly and will at least double the yield of gold. The works are now in first class order, having been erected at a cost of $20,000, and will in future employ 40 men, and be capable of crushing 100 tons of ore per week.

This company also own Lots 7 and 8 and W. half of 9 in the 9th Concession, and a few acres of Lot 6 in the 8th, on which the mill is erected for convenience of water.

I think I am justified in stating that the prospects of this Mining Division are on the whole satisfactory, and encouraging to those engaged in it, though some have invested largely and as yet received but little return: there is no doubt, however, but that they will be amply repaid for their enterprise. The fact of the recent erection of the mill by Messrs. Jendins &

Co. and that Messrs Jones & Gatling are about to erect reduction works on their property at an early date, establishes the fact that they , at all events, have every confidence in their work. When these are completed, there will be seven mills in this section of Marmora. I am indueed to think from conversations had with parties, that it would encourage mining and tend to further the interest and develop the mineral resources of this section, if the Government would induce Mr. Selwyn, a gentleman whose opinion would undoubtedly earry weight, not only in Canada, but elsewhere, to make a personal inspection of these mines and report upon the quality of the ore &e.

I have the honour to be,
Sir,
Your obdt. servant,

(Signed) ALFRED A. CAMPBELL.

APPENDIX No. 18.

STATEMENT of Crown Land Surveys in progress, and amounts advanced thereon, during the year ending the 31st December, 1871.

No.	Date of Instruction.	Surveyor.	SURVEYS.	Amounts Advanced.
1	15th January, 1869	Henry Croswick	To survey part of the township of Sunnidale	None.
2	5th February, 1870	A. B. Scott	To subdivide the residue of Muskoka into farm lots	None.
3	5th February, "	A. B. Scott	To survey part of Wood into farm lots	None.
4	7th February, "	A. B. Scott	To subdivide Spence into farm lots	$1463 60
5	23rd Aug. and 19th Nov. 1871	Wm. Bell	To survey Perley and Pattee's Timber Limits and limits on Western boundary of Ottawa Agency	3400 00
6	21th July, 1871	A. B. Scott	Subdivision of McGregor	950 00
7	31st July, "	Hugh Wilson	To subdivide the reserve at Prince Arthur's Landing into Town and Park lots	700 00
8	2nd August, 1871	B. Springer	To survey into Town and Park lots the south part of W. ½ of lot A in 1st Concession of Turnberry	140 00
9	26th Sept. and 18th Oct., 1871	Wm. Bell	To complete and verify survey of Timber Berths in the Amable du Fond River, and survey of Berths on north side of the Mattawin	600 00

THOS. H. JOHNSON,
Assistant Commissioner.

SURVEYS BRANCH,
THOS. DEVINE,
Surveyor-in-Chief.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1871.

APPENDIX No. 19.

STATEMENT of Crown Land Surveys completed and closed, during the year ending 31st December, 1871.

No.	Date of Instruction.	Surveyor.	Description of Survey.	Balance Paid.		No. of Acres Surveyed.
				$	cts.	
1	22nd February, 1867	Crosbie Brady	To subdivide the residue of the Township of Anglesea	97	59	41249
2	12th October, 1868	Walter Beatty	To survey into farm lots the Townships of Chaffey and Stisted	65	31	95337
3	18th Oct. and 2nd Nov., 1869	Walter Beatty	To survey the limits of certain Timber Berths on Spanish River—North Shore of Lake Huron	47	22	84 miles.
4	14th November, 1869	Forneri and Kennedy	To survey the residue of the Township of Faraday into farm lots	443	67	50900
5	9th February, 1870	Moses McFadden	To subdivide the Township of Croft into farm lots	288	67	50737
6	5th April, 1870	Henry Lillie	To subdivide the Township of Chapman	733	82	49520
7	11th April, "	T. B. Clementi	To survey the Township of Ryerson into farm lots	81	00	50850
8	4th May, "	Walter Beatty	To subdivide the Township of McMurrich into farm lots	312	91	7885
9	18th June, "	Walter Beatty	To explore the country north of Lake Superior and east of Lake Neepigon	279	08	
10	29th June, "	J. A. Fleming	To explore the region north of Lake Superior	520	46	
11	22nd Aug., "	C. F. Miles	To survey the residue of the Township of McMurrich	107	47	29335
12	12th Oct., "	Robert Hamilton	To survey Moore's and O'Connor's Timber Berths	2029	18	
13	16th Nov., "	Thomas Byrne	To subdivide the Township of Monteith into farm lots	1732	16	49699
14	23rd Nov., "	V. B. Wadsworth	Survey of Christie's and Laramy's Timber Berths	785	87	30mls. 76c.
15	30th Nov., "	C. F. Miles	To complete the survey of the Township of Stephenson	310	91	6093
16	17th Dec., "	V. B. Wadsworth	Examination of survey of parts of Orillia and Matchedash	148	33	
17	4th and 21st February, 1871	Walter Beatty	To survey the east and north boundaries of Carling, Beatty & Co.'s Limits, &c			
18	11th March, 1871	Thomas Byrne	To complete the survey of the Township of McMurrich	180	48	5630

THOS. H. JOHNSON,
Assistant Commissioner.

SURVEYS BRANCH,
THOMAS DEVINE,
Surveyor-in-Chief.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1871.

APPENDIX No. 20.

STATEMENT of Municipal Surveys for which instructions were issued during the year ending 31st December, 1871.

No.	Surveyor.	No. and Date of Instructions.		Description of Survey.
1	W. E. Yarnold	313	19th April, 1871	To survey lot 16 in the 5th Concession of Reach.
2	W. E. Yarnold	314	19th April do	To survey lot 26 in the 6th Concession of Scott.
3	Arthur Jones	315	20th July do	9th Concession of Aldborough, from lot 12 to 18.
4	John Emerson	316	20th July do	Line between Gore G. and 3rd Concession of Sophiasburg.
5	John Shier	317	21st July do	The line between lots Nos. 9 and 10, 1st Concession, Pickering, and to plant durable monuments at the front and rear end thereof.
6	John Shier	318	31st July do	To survey lots Nos. 23, 24 and 25 in the 7th Concession, Pickering.
7	W. E. Yarnold	319	31st July do	To survey lot No. 26 in the 3rd Concession of Scott.
8	C. F. Caddy	320	31st July do	To survey lots Nos. 3 to 24 in 7th and 8th Concessions of Percy.
9	Arthur Jones	321	14th Sept. do	To survey the boundary line between the Townships of Harwich and Howard, from Lake Erie to boundary line established by the Commissioners.
10	John Shier	322	14th Sept. do	To survey lots Nos. 1 to 7 in the 4th Concession of Darlington.

THOS. H. JOHNSON,
Assistant Commissioner.

SURVEYS BRANCH,
THOS. DEVINE,
Surveyor-in-Chief.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1871.

APPENDIX No. 21.

STATEMENT of Municipal Surveys confirmed during the year ending 31st December, 1871.

No.	Surveyor.	No. and Date of Instruction.		SURVEY.	Date when Confirmed.
1	Robert Sparks	266	1st August, 1868	Survey and plant stone or other durable monuments at the front and rear angles of 28 to 32 inclusive, in Concessions A and B, Rideau Front, Nepean	25th February, 1871
2	Thos. Nash	278	9th January, 1869	To survey and plant posts at front and rear angles of lots 2 to 6 inclusive, in 7th Concession of Brighton	25th March do
3	Wm. G. McGeorge	294	29th October, 1869	Lots 19, 20, 21, 22, 23 and 24, in 2nd Concession from Lake Erie, Township of Harwich	8th September do
4	John Shier	303	18th June, 1870	Survey lots Nos. 17 and 18 in the 1st Concession of Pickering	23rd February do
5	J. J. Francis	304	11th August, 1870	Line between 12 and 13 Concession, from side road 19 and 20, to Lake St. Clair, Dover E	12th June do
6	John H. Jones	308	7th September, 1870	Survey the line between the 3rd and 4th Concessions of Plympton	13th March do
7	C. G. Hanning	312	24th December, do	To survey lots Nos. 1, 2, 3, 4 and 5, in the 8th Concession of Darlington	19th October do
8	H. O. Wood	309	7th September, do	Line between the 10th and 11th Concessions, Osgoode	14th December do

THOS. H. JOHNSON,
Assistant Commissioner.

SURVEYS BRANCH,
THOS. DEVINE,
Surveyor-in-Chief.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1871.

APPENDIX No. 22.

STATEMENT of Mineral Lands, on the North Shore of Lake Superior, which have been Patented during the year ending the 31st December, 1871.

No. of Rfce.	TRACT.	Acres.	Date of Patent.
			1871.
50	Location No. 10 Z	240	14th January.
51	do D—McIntyre	434	24th do
48	do No. 5 Z	289¼	do do
49	do No. 6 Z	214¼	do do
69	do No. 4 A	320	12th April.
71	do No. 3 A	320	do do
72	do No. 14 Z	86	do do
67	do A, in front of location 2, Big Trout Bay	344	18th do
68	do 5 A, north of Thunder Bay	314	do do
70	do 15 Z, north shore of Thunder Bay	63	do do
85	do 8 Z, north of Thunder Bay	147	15th May.
84	do 4 Z, do do	142	do do
101	Nos. A and B, east of Thunder Cape	944	8th June.
98 & 103	Nos. 16 Z, 17 Z, and 18 Z, north of Thunder Bay	400	9th do
106	No. 19 Z, north of Thunder Bay	80	7th July.
107, 108, 109	Nos. 3 B, 4 B, 5 B, Big Trout Bay	800	do do
119	Location 1, part of Island A, P. P. Bay	62	24th do
124	20 E, north of Thunder Bay	320	do do
125	No. 2, east shore of Black Bay	30	do do
127	No. 1 H, north of Thunder Bay	320	do do
128	No. 2 H do do	320	do do
129	No. 3 H do do	320	do do
130	No. 4 H do do	320	do do
131	No. 5 H do do	320	do do
132	No. 6 H do do	320	do do
115	No. 8 B west of Pine River	314	25th do
114	Nos. 6 B and 7 B, west of Pine River	555	do do
116	No. 1 B, north of Thunder Bay	161	do do
126	Nos. 16 B and 17 B, north shore of Thunder Bay	142	do do
112	Location, west part of Victoria Island	353	11th September.
113	do 16 E	160	do do
150	Angus Islets	3 $\frac{97}{100}$	do do
158	Islands 1 and 2, Thunder Bay	1¼	12th do
195	Locations AA and AB	682	do do
193	do A, B, C, D; A1, B1, and B2	2309	do do
209	do K 12	150	2nd October.
141	do 2 B, north of Thunder Bay	161	do do
149	do C do do	160	do do
148	do D do do	65	do do
198	Beck Island	4	do do
182	Location 13 E, north of Thunder Bay	277	3rd do
162	do B 2 and B 3	160	do do
163	do on south-west part of Pie Island	119	4th do
199	do Nos. 1 and 2	282	do do
147	do 14 B on Black Bay	135	6th do
200	do Nos. 3 and 4	267½	do do
196	Lambert's Island	50½	9th do
160	Mary's Island	22	do do
194	Locations Nos. 15B, 18B, 19B, 20B and Island C.	1096½	10th do
161	Location 28 Z, Mink Island	22	11th do
159	Locations 3 and 4 on Cariboo Island	163	do do
207	Location 11 B, Big Trout Bay	144	do do
208	do 12 B, on Pine River	160	do do
120	do T. Harbor	194½	31st do
229	Island B, south of Jarvis' Location	5	1st November.
230	Location A, on W. side of W. Fish River	79	do do
218	do B6	56	2nd do
219	do B7	106	do do
221	do No. 1, D. L.	221	3rd do
220	Locations 9 B and 10 B, Big Trout Bay	441	do do
226	Location 30 Z	65½	6th do
225	do 29 Z and Island A.	114½	do do
224	Locations 1, 2A and 3	713	do do
	Carried forward	17587 $\frac{72}{100}$	

APPENDIX No. 22—*Continued.*

STATEMENT of Mineral Lands, on the North Shore of Lake Superior, which have been Patented during the year ending 31st December, 1871.

No. of Rfce.	TRACT.	Acres.	Date of Patent.
	Brought forward	17587 72/100	1871.
228	Location H 2, near Jack Fish Lake	160	7th November.
227	do H 1 do do do	160	do do
231	do H 3 do do do	160	8th do
243	do 7 H do do do	320	do do
242	do 5 H do do	320	do do
233	do A 2, N. W. do do	320	do do
241	do 6 H, near do do	160	do do
240	do 4 H do do do	160	do do
234	do A 3, north of do do	302	do do
232	do A 1, west of do do	228	do do
249	do 3 M, N. W. of Big Trout Bay	160	do do
238	do 9 H, nr Jack Fish L'ke, & S.W. of L'ke Shebandowan	80	10th do
239	do 8 H, do do do do do	320	do do
256	Locations 7H, 8H, 9H, 10H, 11H, 12H and 13H	1117 90/100	11th do
258	do K 7 and K 8, north of Thunder Bay	232½	do do
261	do 20 Z and 21 Z	320	13th do
245	do Nos. 4, 5 and 6	989	do do
262	do Nos. 25 Z, 26 Z and 27 Z	402 88/100	do do
259	do 1 M and 2 M, near Carp River	152	do do
260	do K 26 and K 27	228 30/100	14th do
252	do 23 B and 24 B, south of Jarvis' Location	204	do do
251	do 4 M and 5 M	823	do do
247	Location No. 16 B	315¼	do do
257	Locations 21 B and 22 B, on Sturgeon Bay	576	do do
248	do Nos. 2 G and 3 G	287	15th do
250	Location 13 B, on Pie Island	246	do do
253	Locations Nos. 1 M, 2 M and 3 M	694	do do
254	Location No. 5, north of Thunder Bay	260	do do
255	Islands A, B, C, D, in Pays Platt Bay	242 48/100	do do
244	Locations 9, 10, 11, 12, 13 and 14	1461	17th do
263	Location K 14, north of Pigeon Bay	321 40/100	do do
264	White Island, east of location No. 33 Z	3	do do
111	Locations 8 and 11, on McKenzie River	800	20th do
268	Location 26 B, near Jack Fish Lake	180	21st do
266	do 27 B do do do	323	do do
265	Locations 28 B and 25 B, near Jack Fish Lake	404	do do
269	Location 30 B do do do	320	do do
270	do 31 B do do do	320	do do
272	do 33 B	160	do do
267	do 29 B, near Jack Fish Lake	321	do do
271	do 32 B do do do	321	do do
273	do 34 B	160	do do
235	Locations A4 and A5, north of Jack Fish Lake	462	22nd do
236	Location A 6, do do do	379	do do
237	do A 7, do do do	300	do do
284	do No. 4 G, on Pie Island	112	27th do
		33875 43/100	

THOS. H. JOHNSON,
Assistant Commissioner

SURVEYS BRANCH,
THOS. DEVINE,
Surveyor-in-Chief.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1871.

APPENDIX No. 23.

MINING LICENSES issued in the Lake Superior Mining Division during the year ending 31st December, 1871.

No. of License.	Name of Licensee.	Date of License.	Fees.
1	Thomas Ryan	28th June, 1869	$5 00
2	Lauchlin McLean	31st July do	5 00
3	Thomas N. Towers	7th September, 1869	5 00
4	Alexander Cameron	22nd April, 1870	5 00
5	John M. Hamilton	25th May do	5 00
6	David Hamilton	do do	5 00
7	Joseph Wilson	2nd June do	5 00
8	William B. Frue	20th do do	5 00
9	Duncan Lowrie	do do do	5 00
10	Thomas Ryan	28th do do	5 00
11	Ambrose Surratt	22nd August, 1870	5 00
12	Charles H. Palmer	3rd September, 1870	5 00
13	Robert Holmes	23rd do do	5 00
14	Archie McKellar	4th November do	5 00
15	John McKellar	5th do do	5 00
16	Capt. John Beck	16th do do	5 00
17	Jacob Beck	5th December do	5 00
18	Alwis Lorens	5th do do	5 00
19	E. S. Griffith	16th do do	5 00
20	Frederick Landonberger	16th do do	5 00
21	Michael Flannigan	17th do do	5 00
22	David Holmes	12th June, 1871	5 00
23	Ira C. Fuller	do do do	5 00
24	Michel Surrat	do do do	5 00
25	Edward S. Blackwell	do do do	5 00
26	Richard Singleton	14th do do	5 00
27	Wm. B. Frue	20th do do	5 00
28	Wm. T. Gibbins	24th August, 1871	5 00
29	Simon J. Dawson	9th September, 1871	5 00
30	Uriel K. Booth	do do do	5 00
31	Louis C. Booth	do do do	5 00
32	Richard Singleton, Junr.	do do do	5 00
33	Joseph Singleton	22nd do do	5 00
34	George Singleton	do do do	5 00
35	David G. Preston	do do do	5 00
36	Robert Holmes	23rd do do	5 00
37	John Warrington Pritchard	27th do do	5 00

38	James Flaherty	19th October, 1871		5	00
39	Thomas Mairs	do	do do	5	00
40	Daniel McPhee	do	do do	5	00
41	Ebenezer Warner	23rd	do do	5	00
42	James Brown	do	do do	5	00
43	Frederick E. Warner	do	do do	5	00
44	Andrew Dick	do	do do	5	00
		24th	do do	5	00
	Fee received from Hugh Savigny for inspecting Register of Mining Claims, 5th July, 1869			0	20
	do do Alex. Cameron for inspection of Register of Mining Claims, 22nd April, 1870			0	20
	Fees from J. M. Hamilton, Joseph Wilson, W. B. Frue and Matthew Biggar, for permission to inspect Register of Mining Claims			0	80
	Fees from Alex. Cameron, J. M Hamilton and David Hamilton, for registration of claims rendered unworkable for a time			3	00
	Fees received, for inspection of the Register of Mining Claims, from Hugh Savigny, 17th May, 1871			0	20
	Fees received for Miners Licenses			$224	40

THOS. H. JOHNSON,
Assistant Commissioner.

SURVEYS BRANCH,
THOS. DEVINE,
Surveyor-in-Chief.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1871.

APPENDIX No. 24.

STATEMENT of work performed in the Survey Branch of the Department during the year ending 31st December, 1871.

674 Plans and portions of Plans compiled and copied.

17 Plans of private surveys examined.

8 Municipal Survey Returns examined and confirmed. involving the examination of the Surveyors mode of proceeding on the ground, and comparing the duplicate Returns, viz., Plan, Field Notes, Report and Affidavits.

10 Instructions for Municipal Surveys prepared and entered.

13 Instructions and letters of instruction for Crown Land Surveys, drawn up and entered in the Instruction Book.

5 Plans to accompany instructions, projected.

358 Letters relative to surveys, written and entered in Letter Book.

72 Letters relative to mineral lands, written and entered

10 Reports to Council, relative to Municipal Surveys, drawn up and entered in Letter Book.

662 Pages of field notes, copied and compared for the public.

76 Plans of mining locations examined.

84 Railway Plans, and 84 Reference Books examined and certified to.

NOTE.—The foregoing statement does not account for the time spent in furnishing information to parties applying personally at the office. who are unable to gain the information they require without the assistance of the Head of the office, and then much careful research into the old correspondence, plans, field notes and other documents, is necessary in order to insure reliability in the information given, which is frequently used as legal evidence in courts of law in disputed cases.

THOMAS DEVINE,
Surveyor-in-Chief.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1871.

APPENDIX No. 25.

Department of Crown Lands.

Statement of Letters Registered in the years 1871–70.

Years.	Sales and Free Grants.	Accounts.	Woods and Forests.	Surveys.	Colonization Roads.	Transferred to other Departments.	Total.	Names Indexed.	Enclosures.	Orders in Council.	Returned Letters uncalled for at Address.
1871	10491	2605	2615	1005	601	63	17380	23500	32000	72	117
1870	9191	2363	2676	732	451	65	15478	21000	29000	55	113
Increase.....	1300	242	.....	273	150	.....	1902	2500	3000	17	4
Decrease	.....	.....	61	.....	.....	2	.....	.....	.....	.....	.....

JOHN MORPHY,
Registrar.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1871.

Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House a Return shewing the surveyed lands in the County of *Simcoe*, belonging to this Province, the fee of which is still in the Crown, showing the Township, Town, or Village, number and concession of each lot or part of lot. Also, of any timber license granted for any lot, and if so, the date and terms of such license.—(*Not Printed.*)

BINDING SECT. AUG 2 3 1967